



@75_ZTEnthusiast



75 ZT Enthusiasts

75-ZT.com

In this issue.

- Restoration
- Member Articles
- Launch of the Wiki
- Innovation
- From the Archives

Issue 1 - September 2013

THE FIRST EDITION

MEMBER ARTICLE



"Marmite" - Love it or hate it!

Trophy Yellow Tourers are very rare and even though it was what I was after as my next car, I had resigned myself to possibly not owning one in this colour. I am personally more a Rover fan than MG but had thought I would have to change brand if a car in my desired colour became available.

The car was first brought to my attention on the owners club site and I dismissed it due to poor photos and the uncertainty of a potentially hard previous life.

Originally built for the Warwickshire Northampton air ambulance team, along with another car going to the same destination, it was one of three manufactured on the same day.

After making a few enquiries I was undecided what to do due to what, at the time, was an unknown history. In early December 2011 I went to Turin with work and whilst away my wife and boss set about purchasing the car on my behalf, and it became my Christmas present!

Once the car was collected it was transferred to our private plate. The car came with a name from the seller "Marmite" - you either love it or hate it!

Over the next few weeks I did some research to try and find out more about the car's history. I was very well but unfortunately not the second of the pair, the number plate. The two were, effectively, the last ever in person by John

The car was used by WNAA as a rapid response vehicle for when the helicopter was out of service or if it was quicker to go by road to assess whether the helicopter was needed or, indeed, if it was more appropriate to go by car.

A few stories about the car 'in service' were forwarded onto me; some quite sad but unfortunately with the nature of the vehicle, this was always a possibility.

I also received some photos taken by WNAA of the car in use, which I am grateful for, but I have been unable to find any photos of the handover.



Chrome Boot Plinth

Enthusiasts' T

After having for we have rest issue to all men these pipes as

The part in c in 2001 as b been rewor cooler and engine th

Here is 2004 light ther

Billy M has re in w B&B

T78

Events & Meets

Midlands Nano Meet
September 14th - 15th 2013
@ Four Ashes, Wolverhampton



Join the "Enthusiasts' Weekend"
September 28th - 29th 2013
@ BTCC Silverstone



Welcome to the inaugural edition of the 75&ZT Enthusiasts' magazine! We hope that you enjoy the first issue of this exciting new development which we plan to publish on a quarterly basis. To celebrate the historic event of the very first 75&ZT magazine ever to be published, as well as the hard work that the team, led by Simon Kelshaw (Sikelsh), have put into its production, we will be offering members the opportunity to purchase a high quality limited edition print copy of this first edition, keep an eye on the forums for more details on how to order.

The Enthusiasts has come a long way in a very short period of time, having been involved in a variety of projects and initiatives ranging from adopting our own Pre-Production Rover 75 (More info on this in this issue) to the Wiki project, work on exhaust systems, coolant pipes and this very magazine, to really name but a few; all of which has only been possible due to the much appreciated enthusiasm and support that 75&ZT Enthusiasts receive from our dedicated and enthusiastic members.

The last 12 months have been a rocky period for the 75&ZT world in a variety of ways. From the sad loss of well-regarded members within the community, to the increasing daily scrapping of our 'fine cars' as well as the difficulty for ourselves of being the new and unknown quantity with very different longer term aims and objectives to other supporting groups of the 75&ZT. Despite some initial suspicion..even animosity we have bunkered down and battled on, fighting the good fight in laying and developing the foundations for changing public perceptions of our cars, using the Enthusiasts as a platform by which we can ensure that our cars will be enjoyed for decades to come. The achievements to date have only been possible and will remain so, through the enthusiasm and efforts of our members.

Those familiar with computer games, may know of the concept of a 'sandbox', an open ended environment in which players (in the case of the Enthusiasts - drivers/owners) are presented with the resources to make their own experience what they will, with support and resources offered by other players and also the 'developers' or as we see ourselves - custodians of 75&ZT Enthusiasts. This is the sort of environment that we see the Enthusiasts as - a club where it is moulded and influenced by you, the members, a place where we ensure that all our assets and resources are deployed in a timely and efficient fashion, in ways which benefit the members.

It is often stated that 'it's all about the cars.' Which to a large extent is true, however it is also about you - the members, the enthusiasts, as without you there would just be old, bargain basement vehicles, used, abused and scrapped, with no one to ensure that these 'fine cars' are preserved and protected, still here to be celebrated as one of the very last parts of a once proud motoring legacy in the West Midlands.

Next year will see the 15th Anniversary of the launch of the Rover 75 - something that we are keen to celebrate, the details of which will also be announced very shortly on the website!

In the meantime, we hope that you enjoy this magazine and once again we thank you for your continued support.



J. Wilson

Jake Wilson
Co-founder

IN THE NEWS.....

Tourer Rear Lights



It's been a long time coming but after months of negotiation and chasing the news has broken that XPart have convinced the supplier of the Tourer Rear Lights to produce a final batch.

They have agreed to produce both the Rover and MG versions. There is a long leadtime but Xpart expect parts to be available in November 2013.

Volumes have been based on previous sales, when there were stocks, so were looking at qvys in the 100's for both R75 and ZTT specs. Prices used to be £121.83 +VAT but this has been reduced to £87.30 +VAT.

Stainless Steel Exhaust



Longlife have developed a chambered exhaust for the Rover 75, the result is a quality long lasting product with OEM silence.

Prices start from
£249 fitted



Contact your local
centre for more details

See Page 12 for more details

Club Window Stickers



The 75&ZT Enthusiasts are pleased to announce reverse window stickers are now available.

The first Sticker is free for those who have made a contribution, or £3.50 each inc P+P

See Page 32 for more details

FRC find failings



The Tribunal found that Deloitte & Touche and Mr Einollahi showed in some instances a persistent and deliberate disregard of fundamental principles.

Paul George, Executive Director Conduct said:

"The outcome of this Tribunal sends a strong clear reminder to all accountants and accountancy firms that they have a responsibility to act in the public interest in the work they undertake. The result in this case underlines the FRC's commitment to promote public confidence and ensure the integrity of the accountancy profession by upholding the standards expected of members."

Read More > <http://tinyurl.com/q3phlok>

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We all knew this time would come



MG Rover has now been gone for more than eight years. The cars live on but the numbers are starting to drop. What started as a trickle of cars making their way to the breakers yard is now turning into a flood and will, inevitably, become a torrent in the near future.

"Since the start of production in 1999, 137,000 cars have perished, that is about 12,455 per year. If this decline continues we will see extinction in eight years."

Tim Hayton

A sobering thought!

The current clubs related to the Rover 75 and MG ZT have done a brilliant job of slowing the decline through providing a wealth of information and advice to help owners keep their cars on the road.

The problem is that, for many owners, these cars are a means to an end. A whole load of car for very little money, far better value than the majority of vehicles available second-hand....but, being cheap to buy does not mean cheap to run! When the clutch needs doing or the manifold starts rattling, or the belts are due, then the sub £2000 price paid doesn't stack up so well against a bill for a quarter or even half of that again!

Of course, these things can be fixed for much less if one is willing to dig out the overalls and get stuck in. That said; when it is your daily driver and you need it back on the road for Monday morning...this may not be such an appealing idea! Alongside this is the attrition rate due to more general neglect, accidents and water ingress.

Our cars, simply put, are not 'worth' enough any longer for most people to spend much money on them.

Yet, looked after properly, they will offer quality, comfort and reliability for years to come.

Given the right support they could still be a common sight on the roads in another ten, twenty years' time. The fear is, that with the myth of parts being difficult to find becoming a reality, garages becoming unwilling to work on the cars, or insurance companies writing them off because of age / expense. The more difficult side of ownership is beginning to emerge - and in a harsh economic climate when people have less disposable income, an old, complicated and increasingly difficult to repair car becomes a liability and no longer a pleasure to own.



We are not quite at this 'tipping point' yet, that point where numbers on the road go into free-fall....but we are perilously close.

If we leave it too much longer the list of NLA parts at Xpart or Rimmers and the like will begin to increase at an alarming rate. Equally, the current plentiful supply of cars being broken up will start to tail off as the numbers on the road reduce; at which point, second-hand parts prices will start to rise and even this avenue for keeping the cars going cheaply will no longer be open to us.

"We are in a period of lower prices and good supply which I would suggest is the next stage of ownership; followed by increasing prices, poorer supply and specialists becoming the norm."

Tim Hayton

If this all sounds rather grim and doom-mongering one only has to look at previous ‘popular’ models of cars over the last two decades to see that it is simply the nature of a car model’s life. At some point, the only ones left will be those which are owned by the real dyed-in-the-wool enthusiasts.

It is against this backdrop that 75&ZT Enthusiasts was conceived.

The need to be doing more to ensure the long-term survival of the marque was uppermost. 75&ZT Enthusiasts are an active, practical and supportive group that will be facilitating and putting funds towards the emerging (and much needed) ‘cottage industry’ of parts improvement / replacement, electronic research and development, parts sourcing / remanufacture and in the longer term, a parts repository and shop dedicated to long term ownership requirements. All this and the establishment of a national register of owners’ cars which can be used to negotiate small-scale parts production, discounts and other benefits to members.

The previous reliance on disparate members to do these things and fund the development in the first place is something that needs to change. The folk, who do what they do for the love of the cars, need and deserve more support and encouragement, better access to fellow experts and information, a source of potential funding for projects and a membership who are looking to the long-term future of the cars. Some may say there is no need for such an undertaking, that things can carry on as they are for a while yet – they can indeed but the need to have something in place before things get difficult, before parts disappear off the shelves or sky-rocket and before the technical knowledge, know-how and experience drifts away is something that 75&ZT Enthusiasts felt needed to be addressed today, to pre-empt future problems and to give us all the best chance of being able to continue to drive an icon into the future.

This all makes us sound terribly earnest – which we are, but only where the cars are concerned! Aside from this 75&ZT Enthusiasts exists for its members, as a co-operative undertaking that looks after those involved as well as the cars.

We have strong links with other interest groups and plan to hold a variety of events, alongside our partners, to raise the profile of the cars but just as importantly to meet up, be sociable and have a laugh.

Joining the 75&ZT Enthusiasts is free. We are a donations-based organisation and contributions of time, expertise, fund-raising, practical support as well as cash are all welcomed.

Contact: Carl Dowling on Zeb@75-zt.com

For further information go to: <http://www.75-zt.com>



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Headlight Restoration *

The limited amount of decent UK weather, means that the Enthusiast has to make the most of it, and here is one “How to” that virtually every 75 or ZT owner can undertake with very little preparation, and what’s more it gives the Enthusiast instant satisfaction.

It’s understandable to be nervous when thinking of undertaking headlight restoration, and as you read on, you will realise we are going to take an abrasive surface and vigorously scratch a part of your car, but I promise it’s not quite as daunting as it may seem.

For those that know how to remove the front bumper, I would certainly recommend doing so, but as this is an everyman “How to”, this particular method covers restoration with the bumper left on.

What you will need.

- A roll of masking tape
- 3 grades of Wet n Dry 1200 & 2500.
- A squirty water bottle.
- Autosol Chrome Restorer or T-Cut
- A liquid body polish, Turtlewax etc.
- 2 x Microfibre towels

Step 1

Mask the area around the headlights; this is to prevent accidental scratches on your bumper paintwork.



You can see below, just how pitted the lenses were, the pitted layer is the UV barrier that slowly degrades leaving an opaque coating that can really detract from your cars overall look.



Step 2

Take the squirty water bottle and wet the entire area thoroughly.

***** WARNING - Keep the lens wet at all times, failure to do so will result in overheating, and the lens will distort*****

Using the 1200 grade Wet n Dry rub vigoursly until the lens looks uniformly “cloudy”.

* Disclaimer - Neither The 75&ZT Enthusiasts’ Magazine, The Author or The 75&ZT Enthusiasts’ Club accepts any responsibly for damage or loss incurred by the use of this article.



Below you can see some darker areas; these are the areas that require more attention.

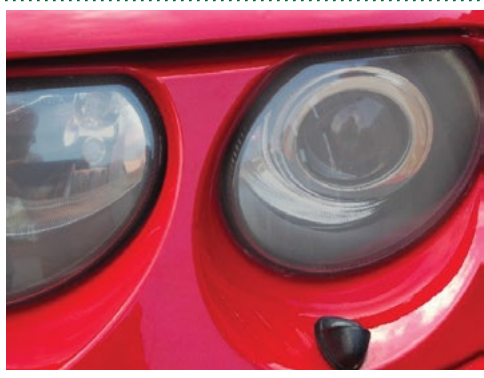


Step 3

Repeat the above using the 2500 grade paper until the lens is uniformly “cloudy”, then remove the masking tape.

Step 4

Take a Microfibre towel and apply the Autosol or T-Cut to the lenses, allow to dry a while, then rub vigorously, repeat as many times as necessary until you achieve a uniformed “misty” lens.



Step 5

Take a second Microfibre towel and apply the liquid polish, simply put, the more you rub, the brighter the lens and better the final results.



Rover 75 launch – where did the time go?

AROnline

Keith Adams



Editor, creator of AROnline

Keith also works as the Managing Editor for the Honest John Classics

Fourteen years ago, Rover unveiled the production version of the 75 to the press in an expansive and ambitious event at Tower Bridge in London.

It wasn't the first time the car had been seen – it was officially unveiled at the previous year's NEC Motor Show alongside the Jaguar S-Type. Yes, it had been shown early, but there was good reason for that – Rover wanted to spoil Jaguar's launch, even if it meant showing its hand to the world six months early.

The NEC launch, of course, ended up being a disaster, with Bernd Pischetsrieder – the BMW Group's boss – deciding to snatch defeat from the jaws of victory by questioning Longbridge's future and scuppering the 75's chances before it had been driven by anyone outside of the company.

Eight months on, we then had the overblown launch event starring scores of the cars, several with tuned horns to play along with a Dave Stewart rock opera played by the London Philharmonic orchestra, and violinist Vanessa Mae. In all, a strange and wonderful launch for a non-conformist retro/modern motor.

The problem was that, in reality, the Rover 75 was already doomed by this point, even if it had been awarded What Car? Car of the Year 1999.

For those with shorter memories, compare its arrival on the market with that of the final Saab 9-5 – here was a make or break product, full of hope and potential, but who's maker was already in the beginnings of its final death throes. The Independent on the day was realistic in its coverage.

It surmised that Rover would struggle to make money on it. 'Making a success of the 75 will be a tall order. And if Rover does pull it off, then it will have to repeat the trick twice over with the next new models due off the production line – a new Mini due out at the end of next year and the replacement for the Rover 200/400 series, the R35, which is expected in 2002.'

Professor Garel Rhys said in the 'paper: 'There are plenty of BMW shareholders who wanted to see Rover Cars disposed off and they will become more vociferous if the 75 fails to deliver. In that case a sale to General Motors or Volkswagen is something that BMW would have to look at very seriously.'

Autocar's Hilton Holloway (then at CAR Magazine) was far more realistic – and on the money. 'Unless there is a sudden leap in sales, I would be very, very worried. And if things don't start to happen by February or March next year, I think they're going to be seriously panicking.'

He was right – and, in May 2000, the company was sold to the Phoenix Consortium.

Keith Adams

Article Source - with permission
<http://www.aronline.co.uk/blogs/blogs/blog-where-did-the-time-go/>



BBC Website on June 16, 1999

BBC ONLINE NETWORK HOME PAGE | SITE MAP | SCHEDULES | BBC INFORMATION |

BBC NEWS

News in Audio News in Video Newyddion Ffocws Noticia

Wednesday, June 16, 1999 Published at 22:13 GMT 23:13 UK

Business: The Company File

Rover's 75 reasons to be hopeful

Rover are hoping for a smooth ride for their new 75. Rover's latest car goes on sale for the first time, with the future hopes of the company riding on its success.

Patrick Bartlett: 'A turning point in Rover's troubled recent history'.

The new Rover 75 hits the road on Thursday, with Rover keeping its fingers crossed that the retro-styled saloon will lift its flagging fortunes.

The car is being built at the BMW-owned company's Cowley plant in Oxford, with an extra 800 workers drafted in to help production.

SPECIAL REPORT: The Rover file

Rover sales in the UK have fallen by more than 29% in the first five months of 1999, and the 75 is seen as a weapon to reverse the slump. Sales are likely to be helped by the warm reception it has received from the motoring press.

Rover's Director of Marketing John Jackson: 'I am very confident that we'll get the sales we need.'

Pre-sales were boosted when What Car? magazine voted the 75 its Car of the Year 1999.

And other reviewers have enthused about its looks and performance, with Car World saying the 75 'stole the show' at the International Motor Show in Birmingham last October.

The design of the Rover 75 raised some eyebrows when unveiled, as it harks back to traditional 'British' styling that led some reviewers to label it a 'nostalgia trip'.

But Rover is confident the design will sell well abroad, where up to 70% of the cars are expected to go.

The 75's interior has a traditional look.

The company denies the Rover 75 is a 'make-or-break' model, but hopes it will help re-establish the brand name.

Production of the 75 will reach 1,660 cars a week by July, increasing to 2,000 by the end of the year.

Karl Ludvigsen from independent motor consultants Ludvigsen Associates: 'I think it was worth the wait.'

The company is believed to be aiming to sell 50,000 75s this year, and twice that number in 2000.

The model starts at £19,530 on the road, with a top-of-the-range price of £25,630.

The car will be officially launched to the sound of the Royal Philharmonic Orchestra on London's South Bank on Wednesday.

The orchestra will play a 10-minute piece composed by former Eurythmics star Dave Stewart, and will include the sound of 75 Rover 75s honking their horns.

VIS Motors Explained

VIS Motors or Variable Intake System Motors to give them their full title, are fitted to the 2.0 and 2.5 variants' of the KV6 Engine that is in use in both the ZT and the 75.

They are situated to the top left of the inlet manifold making the replacement of these a relatively simple task. (See Fig:1)

Dave Stocks, from the the Enthusiasts' Tech Team picks up the story and explains how this innovation has saved owners hundreds when it comes to keeping the cars on the road.

They can be troublesome little items. Whilst the car still runs, if these units have failed they can affect both performance and economy. Making the car feel underpowered and or sluggish.

The new retail cost of these is now over £100 each. This cost seemed excessive for the sum of their components so initially some 4 years ago, I started taking them apart just to see how they work.

Looking in to the components I found switches are readily available and with a fair bit of detective work between Russ the T4 wizard and I, the relays were also found.

Motors tend to come from USA, problem with this was the drive cog is pressed on in the factory and when fitting a new motor the drive cog would slip.

In order to get rounds this issue, I have developed a little micro engineering set up to be able to re-attach the drive cog to the drive shaft of the new motor, drilling 0.8mm hole and tapping 1mm stainless bar was challenging to the old eyes I must say! (See Fig:2)

Testing was always a problem for owners and expanding on some good work by others, I have built and developed VIS testers that are used not only in various Rover clubs but as far away as Australia, New Zealand and Scandinavia. (See Fig:3)

I have gradually moved deeper into the refurbishment of these units. Always looking for improvements and developments. The number of refurbishments I have undertaken for owners runs into many hundreds, hopefully saving them a pretty penny. The main drive behind it though is the cars, something about them is special, if we could bottle it it would be a best seller

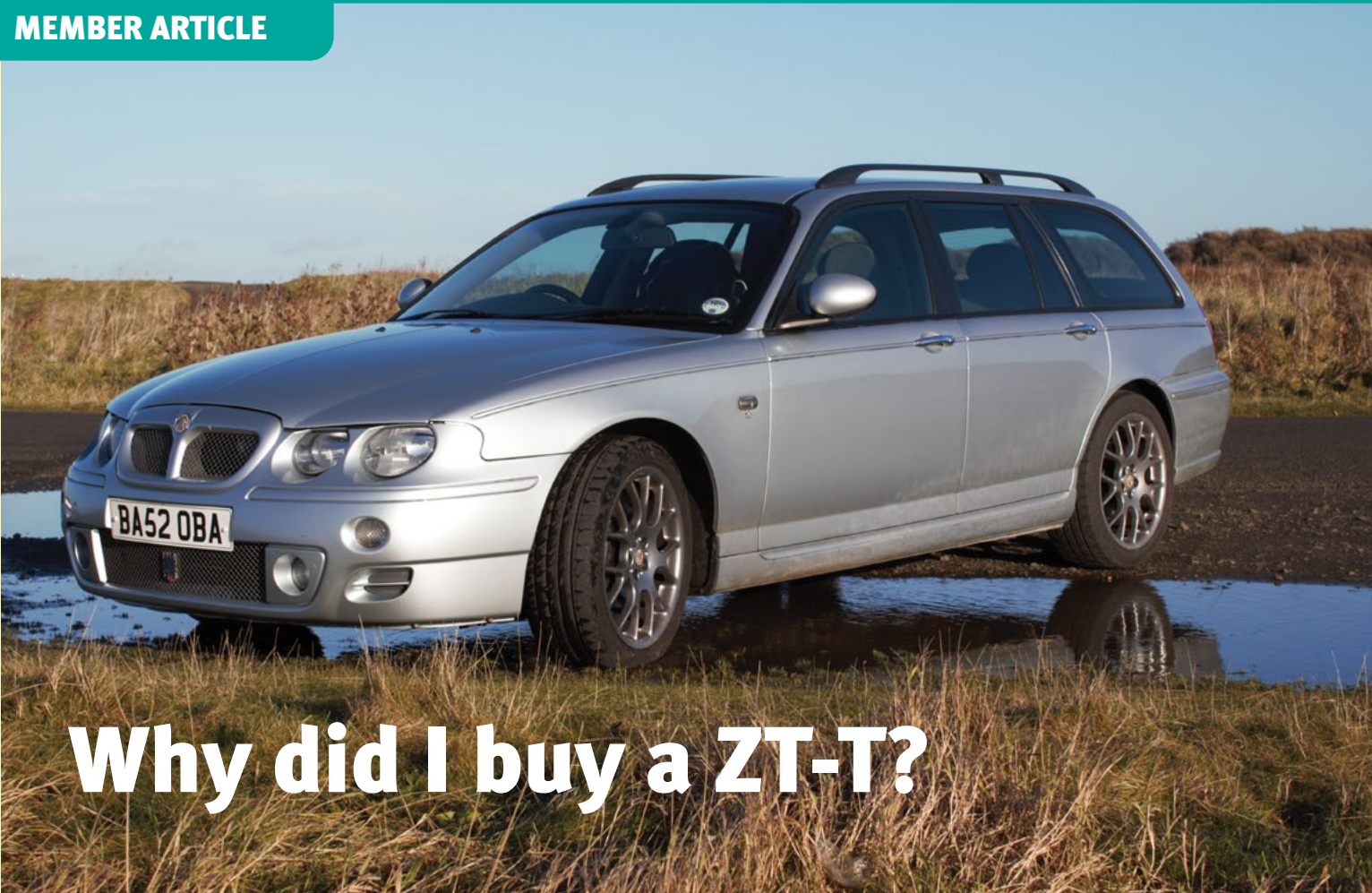
I have now incorporated improvements on the original design into my refurbs, some pioneered by others, such as securing the micro switches to the PCB by drilling and tapping them and I am now field testing (with the help of some guinea pigs) the latest self testing VIS motors, designed solely by myself. (See Fig:4)

Initial results are very encouraging. Hopefully in future on all the VIS motors I build, with the press of a button the motor can be tested in situ. This will give owners the ability to periodically test the VIS motors without the need for expensive diagnostic sessions. (See Fig:5)

Any owner who is in need of a VIS refurbishment can feel free to contact me via the forums to discuss. Bearing in mind I do have a full time job and the service I offer is almost at cost, all done in my spare time.



If you require a set of VIS Motors, contact Dave via the 75&ZT Enthusiasts' Forum under the username **Stocktech**



Why did I buy a ZT-T?

I had no intention of buying a 75 or ZT, I was looking for a Jaguar X-Type Estate. Countless hours trawling the web for suitable cars within my budget (£5000) produced nothing worth a serious look. All the cars I found were either high mileage, multi ownership or a bit rough to say the least.

I did come across something else though, a ZT-T that appeared to be worth a look, located in Fife, and being offered by a second hand dealer.

The car, a November 2002, ZT-T 180+ Sports Auto was a one owner, 32,010 miles example. I knew little about the 75/ZT range other than the engine options and something on various specifications.

Out of interest I trawled the net for more info on these cars. The more I saw, the more I was interested. I started to do more serious research, the 'horror' stories regarding the 1.8 head gaskets, cam belts on the KV6 and the diesel being a bit under powered were evident but I have never been put off buying a car solely on the experiences of others.

I was learning a lot about the cars, particularly the ZT-T, so decided to look at this car. Phoned the dealer, yes he still had the car, so took a trip through to Fife on a sunny Friday afternoon in May 2010.

First impression was that the mileage of 32,010 was probably correct, body work and paint unmarked, no evidence of body repairs, very clean engine bay and unmarked interior including luggage space.

The Alcantara seats were unmarked with only the driver's seat looking like it had been sat on, the side bolster was as it had been on leaving the factory! Carpets showing no signs of wear with dashboard, steering wheel, door cards and roof lining in equally good order.

I was smitten before taking it out for a test run. A five mile run round the outskirts of Kirkcaldy was all it took to make the decision, it was mine! The engine purring smoothly, auto gearchange as it should be and no clonks or knocking from the suspension. Rain sensing wipers (after pouring water on the windscreen), auto dim mirror (difficult to test in daylight), six-disc CD changer, reversing sensors and cruise control all working as they should.

The asking price was £4500, a bit high, but a generous trade in for my 2002 Zafira eased the pain. The deal was a years MOT, six months road tax, new tyres on the front, full service and three month warranty on parts and labour (this proved useful).

Being a Friday afternoon, the car would be ready to collect on Monday. Monday arrived and a call from the salesman to say it would not be ready until Tuesday afternoon, it needed all four coil springs replaced! They had been sourced and were on the way.

The drive through to Edinburgh on a summer's day in my 'new' ZT-T was delightful. I have never questioned my decision to buy the car and there has never been a time I have not enjoyed owning and driving it.

What has it cost me so far? Yes money has been spent, but that is a story for part 2 of my experience with the ZT-T.

Brian Alexander

With permission from The AA, we are pleased to include the *First Drive AA Car Test* from February 1999 for the Rover 75.

AA Car test

R9916
February 1999

FIRST
DRIVE

ROVER 75



THE 75 IS THE FIRST OF A NEW GENERATION of Rovers resulting from BMW's ownership of the company, yet it's been designed solely in-house. Indeed, it's the first Rover to be so produced in over 20 years - with just a little help from the Germans. Oh yes, and a massive injection of their cash.

It's a (fairly) compact executive that replaces both the outgoing 600 and 800 models, and sits midway between them in size, with a traditionally styled, chrome-bedecked body that's claimed to be two-and-a-half times stiffer than the 600's. Right from the start there's a trio of trim levels and a quartet of engines.

The smallest of the power units is a new 1.8-litre variant of the already well-proven K-Series. In fact, it feels just a little overwhelmed in the new car - not that 0-60mph in a claimed 10.9sec is to be sneered at. It's a bit growly at times and noticeably boomy at around 3500rpm. You also have to work harder on the excellent gearchange on gradients than you do with the more powerful models. It's also quite low geared in top. What we really dislike, though, is the way that the revs hang up

after you lift off the accelerator - it's an emissions thing, but it needs sorting in more subtle fashion.

The bigger engines are a real treat, and much more in keeping with the 75's aspirations. The high-performing, refined 2.5 V6 is matched for smoothness by the shorter-stroke two-litre version which, although it may be a little slower, still gives vigorous performance with a purposeful hum. Both display splendid "fifth and forget" low-speed affability.

Perhaps the biggest surprise is how well the BMW-sourced two-litre diesel behaves. It might seem an incongruous motor, given the 75's opulence, but perhaps not so surprising when you consider how well basically the same engine performs in the BMW 3-Series. Some people will consider it the pick of the bunch for its "common rail" quietness, eager performance and the promise of mid-forties mpg.

All four engines are available with an ultra-compact five-speed automatic transmission that provides superbly smooth shifts, with a choice of normal, sport or economy modes. If anything, though, it can be

Continued . . .

over-eager to give a double downshift when you simply want one ratio lower for relaxed overtaking. However, it will adapt to different driving conditions and has full torque converter lock-up on the top three ratios.

Front suspension is of the familiar MacPherson strut-type, but at the rear the 75 employs a re-engineered version of BMW's Z-axle. It's a winning combination. From a standing start the newcomer goes to high on the leader board for ride comfort. Only rarely is its composure caught out, such as on patchy B-roads taken at speed, because for the most part its pliant suppleness gives unruffled progress and it's serene on a motorway, thanks also to low tyre and wind noise. This is impressive enough, but the way that it soaks up pot-holed roads and cobbled streets is exceptional.

The car handles competently, too, but enthusiast drivers seeking sporting handling should look elsewhere, because the 75 is more about relaxed progress and refinement. Its steering, for example, though smooth and positive, doesn't talk to the driver the way that, say, the Alfa 156's does. The 75 can also feel rather ungainly on twisting roads taken at speed, when roll begins to assert itself, although to be fair, with less spirited driving, sideways g is more apparent than body lean.

The tastefully trimmed interior is the epitome of Britishness, with the facia consisting entirely of high-gloss burr walnut which, like the retro-styled, parchment-coloured dials, you'll either love or hate. And you had better like oval shapes, they're everywhere – ovoid overload, you might say.

Tailoring the driving position to suit most tastes is easy, because there are numerous seating adjustments (including height and lumbar support), steering reach and rake settings and well-placed pedals. Headroom is good, but the outlook is restricted by the small (yes, oval) mirrors, three rear head restraints and a not over-generous amount of window space. Vision was noticeably better in the old 600. We like the stubby column stalks, the stereo and cruise control buttons (when fitted) on the steering wheel, but aren't so keen on the way that the lid of the cassette/CD storage box catches your elbow when you change gear.

The amount of equipment is dependent on model, of course, but even the entry level Classic is well specified and, like the other two models in the range, can be further

topped up with SE goodies. Sorry, no space to go into details here, but you name it and the Connoisseur's got it. There's also a comprehensive accessories list.

Although the back seat can't boast the greatest legroom and kneeroom in this class, there's more space than in the 600 and it's a more comfortable place to be, as well, because the backrest is well angled and shaped and at last there's reasonable thigh support. Try to avoid sitting in the centre, though; it's hard and there's not much headroom. You do get a proper three-point seatbelt, though. The excellent heater and air conditioning (fully automatic on Club models upwards) provide a pleasant atmosphere throughout the cabin, thanks to rear floor outlets and individual fresh air vents between the front seats.

Boot access is marred by a narrow opening and a pronounced sill, but the well-lined compartment is usefully long and wide and actually has the same capacity as the departing 800. To increase luggage space, a one-piece folding rear squab (with ski-flap) is optional on all models, but it doesn't lie flat and the push-button releases aren't thiefproof.

Safety features include front seatbelt pretensioners, driver and front passenger airbags and side airbags. Additional head protection is provided by high-mounted tubular airbags as an option. Remote control central locking is standard, as are an alarm, an immobiliser and deadlocks.

VERDICT

The 75 is the model that must succeed for Rover, and it's a car that deserves to. It feels carefully crafted and is powered by a set of excellent engines – we're particularly impressed by the two-litre V6 and the turbo-diesel. But don't expect it to handle with the agility and turn-in of a 3-Series or an Alfa 156; it's more of a smooth-riding, main road grand tourer, with Roverness oozing from the wood, leather and chromium plating of its cossetting, if only adequately accommodating, cabin.

It is, perhaps, over-ambitious of Rover to call the 75 the best front-wheel drive car in the world, but it can certainly claim that the new model is, as the company used to say back in the fifties, "one of Britain's fine cars."

LIKES AND GRIPEs

Pleasant feel and action to switches	...	but door handles need smoother edges
Synchromesh on reverse gear	...	but unnatural feel to ovoid gear knob (auto OK)
Big, deep glovebox	...	but (optional) 6 CD autochanger fills it
Boot hinges no longer impinge on load space	...	but rear bumper vulnerable to scratches

©The Automobile Association 1999

The late-model rarities that most of us never knew existed!

Only two weeks before MG Rover went into administration efforts were still being made to boost the sales of the MG Rover range of vehicles. Consequently a batch of cars came off the production line that are little known about but are indeed rather rare – an oft over-used term but in this case entirely applicable! They may not be the highest spec vehicles but they are certainly a little different to the mainstream and as such they deserve a mention in the annals of MG Rover history.

On the 25th March 2005 Robert Hazelwood, Managing Director of UK Sales & Marketing sent out a 'Priority Red' memo to all MG Rover dealers to outline MG Rover's new 'Spring Campaign' of Special Value Products. They were only due to be available during April and June of 2005 with the aim being 'to promote these "Special Offers," which provide outstanding customer value through enhanced specifications and aggressive price points'. The name given to this campaign was, for the Rover derivatives, the "Rover Upgrade" programme. On MG, the mainstream derivatives were to be promoted as the "Le Mans" special offers. These Special Value Products were to 'form the backbone of our second quarter campaign', so all Dealers were to have a representative "batch" of cars. MGR were clearly intent on making the most of this opportunity and in the memo that went out to the dealerships it was made clear that this was not optional! 'In the case that certain Dealers did not take up the offer from their ABM, then we have taken the decision to order these vehicles on the Dealers' behalf'. Given the timing of this announcement and the subsequent demise of MGR it does seem like they were getting the cars into the showrooms even at the expense of their own dealer networks' purchasing strategy!

That said, the memo also has a line in it that is perhaps rather sad with the benefit of hindsight. 'Finally, please pencil in your diaries Wednesday 6th and Thursday 7th April for a series of ABM forums to go through the full suite of marketing activities for the Q2 2005 campaign'. Right up until the very end those whose job it was to make a success of MG Rover clearly kept the faith, looked forward and did their jobs.

Obviously, given the short-lived nature of this campaign and given that it was perhaps made even shorter by MGR's demise, these cars are very few in number on our roads. To help you spot one, have a look at the additional specifications the donor vehicles gained:



A late-model Classic CDTi 'Spring Campaign' Edition with additional walnut wheel and handbrake.

Perhaps it made for a bit of an odd mixture? For example the 75 CDTi Classic came with the basic three knob air conditioning system inherited from the old 600 and the even more basic Radio/ CD set-up. Yet now, alongside these gems one could have leather seats, 16" alloys and a smart paint job!

These models could certainly be considered a bit 'quirky' at the very least but as a 'bitsa' marketing exercise they have a rarity and charm all of their own.

Carl Dowling

Do you got one of these last off the line models? If so, let us know and we will include it in our next issue!

'Donor' Vehicle	Additional Spec
Rover 75 Classic 1.8T	Leather interior, Smart Nav, 16" Multispoke alloys, metallic paint
Rover 75 Classic 2.0 CDTi (131)	Leather interior, Smart Nav, 16" Multi spokes, metallic paint
ZT 160 (entry) 1.8T	Part Leather, 11 spoke 18" alloys, Smart Nav, space saver, paint
ZT 2.0 CDTi 135	Part Leather, 11 spoke 18" alloys, Smart Nav, space saver, paint
ZT-T 160 (entry) 1.8T	Part Leather, 11 spoke 18" alloys, Smart Nav, space saver, paint
ZT-T 2.0 CDTi 135	Part Leather, 11 spoke 18" alloys, Smart Nav, space saver, paint



A Quiet Life - Stainless Steel Exhausts

Successful testing has resulted in a 'Longlife' chambered (and quiet), rear exhaust section and here is the result!

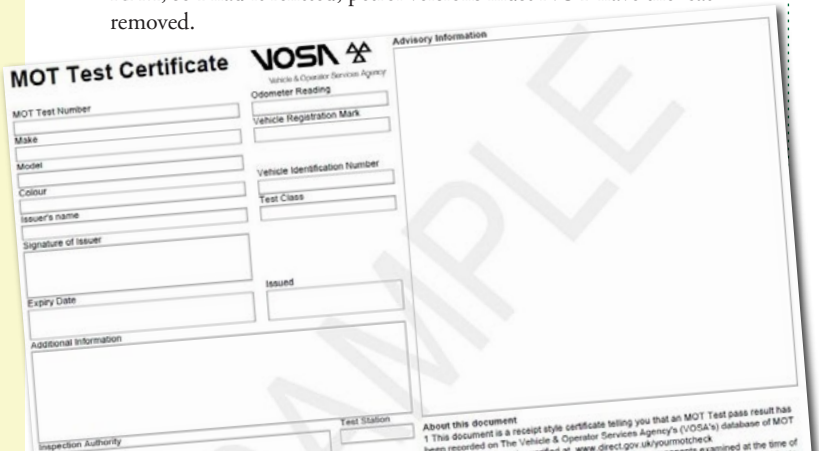
Firstly a bit of background. In the past, mainly in the 'classic car' scene, Stainless Steel (SS) exhausts gave a corrosion free alternative to the short lived mild steel OE fitment, but many SS units suffered from increased noise, either actual exhaust noise, or a rather 'tinny' sounding exhaust, mainly because of the poor quality stainless steel used in the construction.

Longlife have developed SS exhausts over the years and by using superior materials and engineering, now have an exhaust to fit any car, which is covered by a lifetime (of the car), guarantee.

There are 'franchised' outlets all over the UK and each exhaust is fabricated for each individual vehicle. The system, which is made up from various basic components, is also made to the specific requirements of the owner, so you can have straight tail pipes, curved tailpipes, noisy or quiet silencers, etc. It is also possible to have just one section fitted, eg., the rear section, but it is probably worth getting the complete system whilst it is in the workshop.

Originally, the Rover 75 was actually designed to have a SS exhaust, and a few early cars off the line, were so fitted. They all have a SS catalytic converter, so this doesn't need changing if it is OK.

Some diesel owners have the 'cat' removed, but whilst this is not tested on the MOT, the latest EU regulations say that all equipment present when new, must also be present for the MOT. The choice/risk, is up to the vehicle owner. Although some members say that removing the 'cat' makes no difference to the noise levels, I found that mine was noisier between 1200 and 2000 RPM, so I had it refitted; petrol versions must NOT have the 'cat' removed.



The Enthusiasts decided to investigate the merits of getting a very quiet exhaust, commensurate with what was fitted by MGR; to this end we enlisted the help of Longlife, who are at the top of their game when it comes to SS exhausts.

They are also very accommodating and fully back the quality of their work. MG ZT owners may not want a really quiet exhaust and many like a rorty exhaust note, and these owners can also be catered for. However the purpose of this 'trial' was to get the quietest exhaust possible, primarily for Rover 75 owners, and that is why Longlife offered up their new chambered rear box for evaluation. Longlife were very confident and asked for a V6 Auto for the test, because these are notoriously difficult to keep quiet.

With the help of the '75ZT Community', we found a member who had a low mileage V6 Auto, still with the OE box and within a reasonable distance of their factory in Dorset. This car was fitted with the new rear box (keeping the front sections as OE), on June 26th 2013 and the owner was very pleased.

He said it is "very, very quiet" and "is at least as quiet as the original unit"; this assessment was from a longish journey home, with speeds up to 60 MPH, plus a few miles of local town journeys. Jason from Longlife had already told me that he was very satisfied with the results and thought the customer was too; he was.

Costs can vary because of the fitting location, for example London labour rates will be higher than other parts of the UK, and special customer requested features can hike the price a bit, but Jason has quoted £399 for a full system, or £249 for just the rear section, which is not that much more than a new top quality mild steel unit. The prices will not vary between Saloon and Tourer, but the V8s will be a lot more and will need a one-off quote. One final thing; the new box has a single tailpipe outlet (approximately equal in area to the two outlet OE unit), but if you want two for appearance sake, then a 'Y' piece can be made up, although it is hidden behind the rear bumper on standard cars and therefore only visible from underneath.

Check out 'Longlife's' website, which can give you a list of outlets and a good idea of the company's ethos.

<http://www.longlife.co.uk>

Colin Gray



MG 3

A good car, bad engine?

Lewis Rabett



The MG3 is the second all new SAIC MG model to be launched in the UK, after the larger 6. At the recent MG Saloon day at Duxford, there was an opportunity to be one of the first people to see a new MG3, prior to its official launch a little later in the year.

The car will be available with a 5 door body shape only, the design carries over the same basic front design theme as the larger 6, and whilst overall, the front end is pleasing, there is a little too much Hyundai i20 in it for my liking.

In profile the car has a very high waist line, however a couple of neat creases keep it from looking slab sided, and at the rear high mounted tail lights give the car a nice modern appearance. Overall the exterior design works very well, and finished off with 16" Diamond cut alloy wheels the 3 is a good looking little car.

The interior of the car is spacious, and with a clean uncluttered fascia you can see how interior design has moved on since the MG ZR and Rover 25. In one aspect though the car hasn't moved on from the earlier MG Rover Group cars, and that is in the quality of the plastics used. The lack of any soft touch plastics, now the norm in the Fiesta and Corsa class, let alone in the premium DS3's and 500's that the 3 hopes to rival means that the car does fall down slightly.

Despite the abundance of hard plastics though, the cabin is a pleasant place to sit, the driving position is comfortable, all of the key controls feel logically placed, the steering wheel too is nicely sized and trimmed in good quality leather.

The 3 is loaded with equipment, this in part helps in part to make up for the slightly second rate materials used. The car (admittedly top of the range) boasted, all round electric windows, electric mirrors, Cruise Control, 1/2 Leather trim, bluetooth, a stereo with aux channel and the capability for iPhone and android connectivity, traction control, parking sensors and a glut of airbags.

Before you all rush out to replace your 75's and ZT's though we must come to the achilles heel of the new 3, as with its larger sibling the 6 is the engine options. The 3 comes with a new 105bhp 1.5 litre engine as standard, and this is the only engine available!

To put it bluntly in 2013 it is simply not good enough to offer such a compromised package, the engine means the car fails to be a creditable choice for those seeking a small economical car with low road tax, or fast enough to be considered a hot hatch. Therefore the 3 like its larger the brother the 6 falls between the cracks, and I am afraid this will hurt its sales potential.



New MG3 on sale in September from £8,399 to £9,999

The MG3 is a good looking new alternative in the 'style led' supermini class. It certainly on looks alone is more appealing than a Vauxhall Adam, and it will be priced competitively, just £8,399 for the 3 TIME edition through to £9,999 for the 3 STYLE version, this means it puts up a good case against a nearly new Fiat 500, Citroen DS3 or Mini.

It is well equipped, and certainly seems better put together than some of the MG6's I have seen.

The main stumbling block to putting your name on an order form though has to be the engine, whilst there are other issues with the car, this big shortcoming means it is far from competitive. If MG address this in the near future (not two years as in the case of the MG6 Diesel) then the car deserves to (and if marketed well) should sell well.

Lewis Rabett

Photography courtesy of Kelvin Fagan <http://www.flickr.com/photos/kelvinfagan/>



Meet your Regional Reps

75&ZT Enthusiasts take great pleasure in introducing our Reps to you! We are really pleased and grateful to them all for stepping forward to take on the mantle for their areas and being willing to organise a variety of events over the coming years - and yes they will ALL be 'Official 75&ZT Enthusiasts events'.

These gentlemen will be the first point of contact for members in their areas and they are willing and able to assist members with any 75&ZT related issues. They will also be out there encouraging owners to join us in helping keep the cars where they should be, on the road! Every Rep is armed with a fistful of Flyers, wit, charm and wisdom in their quest to seek out new members and develop a thoroughly interesting and enjoyable year-round network of contacts and events for owners.

If you would like to join our team of Reps and help extend our range of areas and meets then please don't hesitate to contact us!

Glasgow & West Scotland

Simon represents the Enthusiasts in the Glasgow and West Scotland region in his stunning low-mileage MG ZT 190 SE.

E-Mail : glasgowandwest@75-zt.com

Nottinghamshire

Jim (1gp) is really very happy to help, it may all be a new thing for him but his MG ZT-T and MG in general are not only a mode of transport but a hobby.... He feels that this club is the place to help members.

E-Mail : notts@75-zt.com

Derbyshire & Leicestershire

Nige's commitment isn't just to his car but to the whole idea of helping keep the cars on the road. Consequently he is keen to welcome members old and new from the Derbyshire / Leicestershire area.

E-Mail : derbysandleics@75-zt.com

West Midlands

Ant Sheehy and his prize-winning 'Corgi Car' on which the model was based represent the Enthusiasts for the West Midlands and Worcestershire.

E-Mail : westmids@75-zt.com

Hampshire

Hampshire is the home ground for Colin (Bolin) and KarlF and between them represent both sides of the marque, with Colin driving a Rover 75 2.5 Connoisseur SE and Karl a Trophy Blue MG ZT 190.

E-Mail : hampshire@75-zt.com

Edinburgh Area

Bryan (Freebyrd) is our representative for Edinburgh and surrounding areas and has an article about his stunning ZT-T 180 Sports Auto.

E-Mail : edinburgh-area@75-zt.com

North East Area

Chris (Mofo) is proud to be the Regional Rep for the North East. He currently resides in what he calls 'the badlands of Stanley' but to make up for that, he drives a Trophy Blue MG ZT 190!

E-Mail : northeast@75-zt.com

Yorkshire

Pab is based in Leeds and represents the Enthusiasts in Yorkshire with this 2004 Pearl Black ZT 190+.

E-Mail : yorkshire@75-zt.com

Lincolnshire and Norfolk.

The depths of Lincolnshire and Norfolk are looked after by Mark (Mr Doodles) and 'Ed the Zed' his MG ZT 190 in Le-Mans Green.

E-Mail : slincsandnorfolk@75-zt.com

Cambridge & Suffolk

The Area reps for Cambridge and Suffolk are Gary (Borg Warner) with his ZT 160 1.8T and Phil (Suffolk Boy) with 'The Pampered One' - his ZT-T CDTi.

E-Mail : suffolkandcams@75-zt.com

The Cambridgeshire Sun Shines on Saloon Day at Duxford

On Sunday 7th July the MG Car Club held their annual MG Saloon Day at the Imperial War Museum, Duxford, and a healthy contingent of 75 ZT Enthusiast members were in attendance.

The excellent Duxford facilities more than warranted the £14.00 entry fee, and the meet was well marshalled and clearly signed. The weather though was what really made the day. The sun shone down unabated throughout the day, with the temperature in the mid to high 20's, putting you in mind of a summer day in continental Europe, rather than an English summer's day on what is normally a rather cold and windswept Cambridgeshire Airfield.

There was a good range of cars on display at the show, even if the numbers were down slightly on those of ZED10 a couple of years ago. MG Dealer, Browns and Gammons brought their new MG3 demonstrator along to the show, and elsewhere the V8's celebrating their 10th Birthday were well represented as were the Monograms, with a good range of colours on display. Arguably the star of the show though was Bob Burgess's 'Flying Banana' Sunspot ZT, which collected a total of 3 awards, including best ZT and best modified.

By mid-afternoon the crowds began to disperse and with the exception of the sun burn I have to say it was a very enjoyable day.

Lewis Rabett

Photography courtesy of Kelvin Fagan <http://www.flickr.com/photos/kelvinfagan/> and Bob Burgess



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I am an MG Rover Widow!

Jenny Fryer



Long suffering partner of a MG Rover Enthusiast.

I Just want to start off by introducing myself, I am Jen partner to Simon, a self-confessed MG Rover Enthusiast.

I am not a golf or football widow.... he doesn't go out drinking (well not that often!) with boys... he doesn't spend a fortune on clothes or grooming... he is however a MG Rover geek, and I am a MG Rover widow!

I am not sure whether its better or worse than any of the other hobbies but I have decided to embrace it to a degree.

Occasionally it makes me laugh at the ridiculousness of it (I will share examples shortly) occasionally I cringe, often I roll my eyes but it always makes me smile!

We have just returned from a road trip (a first for me) from Lincolnshire to Devon exploring the coast with its beaches and coves. It was a big event for Billy, my 14yr old MGF that I named after my beloved father who I recently lost, we purchased the car in his memory as he loved our previous TF.

Most people pack the car for such a trip, I guess we did to a degree, however much of the prep was on Billy; engine checked; car valeted; washed and polished, I was banned from taking my usual essentials and for having anything visible in the car cockpit which would detract from its beauty... on several occasions this also included me!

We were on Seagull alert constantly, and the car was checked for the lethal pooh on several occasions, but Billy escaped unmarked.

I really wanted to take my plugin cooly box, I hate warm food and water... Nah it was banned. My usual handbag, you know the kitchen sink type... Nah banned as well, there was an advantage though, I couldn't carry his car keys when out.

We shared one suitcase... and oh dear... I ran out of clothes and needed to buy more!! But I did manage to smuggle in a cooly rucksack, so it wasn't so bad.

We made our way down to Devon, during the 6 hr journey, it was mostly between 25-30 degrees and by the time we reached Bristol, I was a cross between a lobster and the orange tango man. We hadn't thought it could be so warm without a roof, the motorway claimed 2 hats and I was left with my mums old faithful blue faded hat, the only one not claimed by the wind force.

Oh and I now love drinking warm water, as I put the cooly bag in the back and forgot about the engine being in the boot!

We have had an amazing week, especially driving at night, with the roof off and heater on, well when it worked, intermittent fault apparently caused by the opening and closing bonnet - what's that all about I wonder?

I have loved the freedom of being able to travel around and explore. Billy has been on the ferry, on the beach (well close, we wouldn't want him to get sandy now would we!



One of the few times Simon let me drive!



Shopping nirvana!



HMS Sutherland moored in the River Dart



Billy has enabled us to get parked ok; get through tight spaces; and has triggered many conversations with strangers; all who seemed to be in awe of what we were doing... not bad what you can do with cheap B&B's and a tank of petrol.

On our final day and making our way back up north we decided to go to a Regional South West 75&ZT meet.

On the way we stopped to get the car cleaned by a road side hand car wash and caused chaos when Si started to polish it after the clean... the manager argued with his staff in broken English "this man not happy you do a poor job do it again" arrggghhhh a cringe moment I can tell you, anyway after placating the manager & staff and assuring them the clean was absolutely perfect I managed to get the Demon Shine in the boot and Si in the car again before there was any further trouble.

At the meet I met other MG Rover WAGs, together we shared stories and I quickly realised the I was not unique in being a MG Rover Widow, many felt like and had similar experiences!

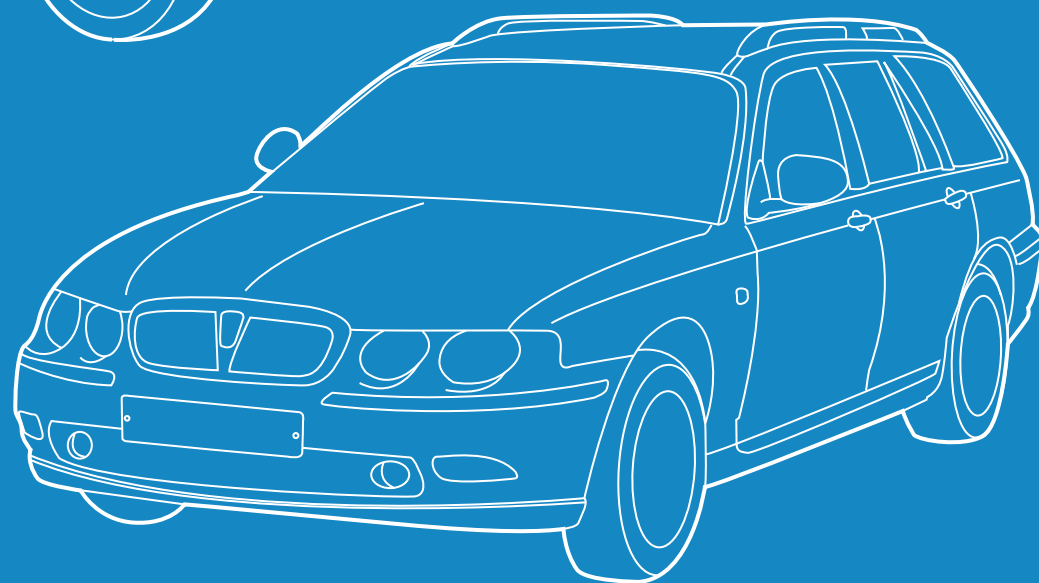
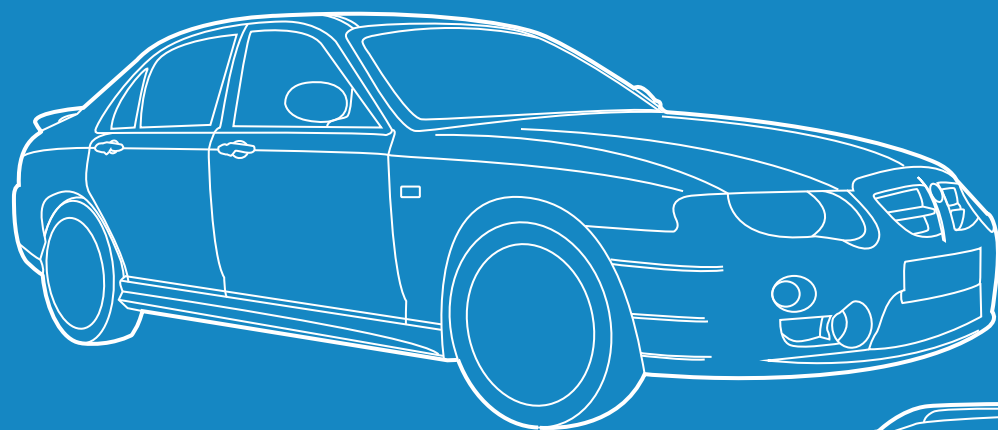
We had a great day out at Cheddar Gorge we were made very welcome and myself and other the WAGs were very entertained by the photo shoots of the cars, minus of course the WAGs.

Ladies I reckon we should do a WAGs Calendar Girls 2014 shoot what do you think???

Jenny Fryer



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Resurrection

As some may know, I recently decided to rescue a somewhat forlorn MG ZT.

I had seen this early example stored in a local lock-up by a Trader acquaintance of mine (shameless plug - Trikey) who had in turn taken it in from its last owner. It stood for several months and every time I had cause to visit, I found I kept migrating to where it stood in the corner, gathering dust. My mode of transport at that time was a Cowley built Rover 75 CDT Classic SE, which I have to admit, I really loved but my head and heart was slowly being turned to this neglected vehicle. I did jokingly say on a few occasions it would be my next car but it took several months and then a big leap to make it a reality.

The car is an early MG ZT 190+, in Trophy Blue, Commission Number 343, and the reason for its immobility was a rather shredded timing belt. In fairness to the last owner, he had spent a considerable sum on it in the 12 months prior to it failing, but, and I can only surmise, he simply didn't have the cash to do the all important belt change even though it was well overdue, I believe it was still on its original belts at 114,000 miles and 11 years old when it happened.

I did discuss my plans with a couple of close friends and although they were supportive, I could tell they thought I was "a bit daft" (closest phrase to what they really thought that I can get with going into print) to making the change from my diesel to this unknown V6. They couldn't see what I could, which is a car that deserved a second chance and needed a new owner who would invest in it and take much better care of her. She was too good to break for parts and as such I strengthened my resolve, consulted SWMBO, and decided to go for it. The condition on doing so was that I had to buy and repair the ZT, for less than I would sell the 75 for. An interesting challenge!

I spoke to the Trader friend, and made a deal and then decided to rope in the aforementioned close friends to make it a reality. This was going to take a lot more experience and knowledge than I possessed, and some not inconsiderable begging, borrowing and man hours. However, fortune favours the bold and as such I did know a man with a Trophy Blue MG ZT 180 Auto which was being broken for parts.....you may be able to tell where this is going already.

We had two options; one was to remove the damaged engine, repair as required and refit, or, repair the engine from the 180 and then transplant into the 190 (and then repair the 190 engine anyways).

As the 180 engine had only covered half the mileage, it was decided to go with this option. The reason for the 180 being scrapped was HGF, which although unusual in a V6, is not unheard of. There would also be some interesting challenges in the change, being that the 180 is the auto version of the 190 (so torque converter / auto gearbox), was a later model (so some differences to the cooling system / oil cooler) and obviously the investigation in the HGF. The 180 is the same engine as the 190, but the ECU detunes it to be easier on the auto gearbox. Some might say we chose the more difficult path, perhaps we did, but at the time, it seemed the right thing to do.



The forlorn MG ZT stored in a lock up back in April 2013

We started by removing the donor engine, which is surprisingly easy to do when you are breaking a car for parts and have the majority of bits out of the way already. With three or four people helping at various points, and with an engine hoist, it came out after a few hours preparation. So, first task achieved; the engine now sat on the workshop floor - and was separated from the auto gearbox in very short order. This left the 180 engine sitting with a very shiny but unnecessary torque converter attached to it, and various ancillaries scattered around it. The first step had been taken!

The next step was a biggy, and for this, I needed an expert. I had one in the form of a T4 Guru extraordinaire, who I shall refer to only as MarinaBrian, for that is his forum name. Brian was to play a pivotal and indeed solo role in the critically important belt replacement. However, before this could be started, Brian took the heads away to be skimmed and checked by an expert firm local to him. This was done after putting the engine into the safe position and taking all the required precautions. It turned out one of the heads was cracked and required repair. This was done and pressure tested and came back as good as new. Brian has extremely high standards, which is one of the reasons I was pleased he was involved in this, and since he also has an extensive working knowledge of the K and KV6 series engines, I knew this repair could be trusted. By this point I had ordered a set of OEM belts, tensioners, replacement water pump, OEM thermostat kit, replacement gasket set, oil filter, spark plugs and so on. The postman seemed to bring a new parcel every day, much to my wife's dismay, despite my assurances that the budget was well on target.

After putting up with many, MANY messages and calls from me, Brian sacrificed an entire evening to tackle the belt replacement. I later found out he had spent from seven in the evening, up until midnight to get this done. I owe him a great deal of thanks, and I was told that had it not been a personal favour to me, it would not have happened. I now had a engine with fresh new belts, new gaskets and new water pump all ready for the next stage of events. Still a lot of work ahead, but a major step forward had been taken.

Things were becoming much more "real", I was possibly far too excited for a grown man of some 36 winters.....

Moving on to the next stage. This was where I was actually able to get my hands dirty. Very dirty, over several weekends in fact. I made a deal for the ZT around mid April, and set a rather ambitious target of June 23rd to have the car ready (Fathers Day Classic Car show at Harewood House). It sounds a lot of time to play with, but, the work could only really be carried out over the odd weekend, sometimes maybe one day a week or fortnight. As a result, the days passed rather quickly. Or at least they did until mid May, when I was made redundant as the company I worked for went into liquidation. This was a problem as my income suddenly stopped, but on the positive side (which I always try to look on, life's too short otherwise) I had more time, all the parts had been bought and paid for, and it was only man hours that needed spending to finish the job. Plus, I wasn't going to give up over something so trivial as unemployment.

At this point, I leaned rather heavily on my other close friend, and personal mechanic, Dissy. Dissy is a spanner wielding god as far as I am concerned, and he had already helped me on several occasions with the Rover 75, now I really did ask a lot from him but as ever, he rose to the challenge and watched over my mechanical fumbling like a guardian angel, doing most of the work it has to be said. I sometimes think I should rename my blog after him, but he has taught me a lot, and given me confidence to tackle more and more jobs on my own and he is another person to whom I owe a lot.

After the prep work was done - basically removing the front of the car bodywork, we could access the engine. Slightly more effort involved this time around as we wanted to leave as much in place as we could when it came to fitting the newly rebuilt donor engine. The approach of taking plenty of time, double checking everything and a steady but slow hoist of the engine proved to be the best way forward. After another day's work, the old engine was taken out and stood slowly swinging on the hoist, ready to be attacked and stripped of required parts. Getting to this stage has taken a few minutes to write, but took several weeks to happen, and was a quite a milestone achieved. We could now take a look and see what had happened to it.



As you can see, the belt had snapped but I was quite surprised to see the damage limited to only two bent valves, although the rest have yet to be checked properly. This is a future project with no deadlines, and will be tackled eventually, after all, it always pays to have a backup of something handy in your stash of spares, you know, like bulbs, wiper blades, oil filter, engine.....

Going forwards, most of the engine ancillaries were easily removed and transferred over, but the cooling system was a little bit more involved, as I alluded to earlier. The oil cooler on the original engine was the early model, and as such is shaped differently, and has different pipe work associated with it. This did give us a few minutes of head scratching to determine the best way forward, we decided to keep the oil cooler as fitted to the replacement engine, and swap over the coolant hoses we had also taken from the donor car. I have also kept the original pipe work to match the original engine should I ever have need of it, better safe than sorry and what else is a loft for?

Moving on to the shiny torque convertor, we found this could only be removed by using a locking tool on the flywheel, we did try without one but it proved impossible. With the right tool in place - a few minutes later it was off! The clutch from the original engine was reused as it was pretty much new (part of the money spent by the owner) and had only covered a couple of thousand miles, if that. The donor engine was now transformed from auto to manual with the fitting of the manual Getrag gearbox. It was slowly beginning to look more and more like an engine ready to be fitted.

What else could we do but oblige it? It was with no little trepidation that we began to manoeuvre the rebuilt engine into position...

Fitting was, as they say, a reversal of removal and the quickest way to progress was the slow and steady method, just taking our time and making sure nothing was fouling or getting caught, and eventually the big lump was in position. A few final manoeuvres with a jack underneath to help steady things, and with a satisfying clunk it dropped down and settled in place. From there on in it was a case of reconnecting, clipping back in, rebuilding with new gaskets and so on until the engine was whole again. It was handy to do it this way as the original engine provided a good point of reference to where some parts went. As impatient as I had been throughout the last few weeks, getting to this stage had taken so much time and effort from all involved, that rushing it simply wasn't worth it, it deserved to be done right.

The time Dissy and I spent working on the engines, lifting out and refitting was substantial, 12 hours on a couple of occasions so it was a good job he didn't charge by the hour, or indeed, charge at all.

Finally, everything appeared to be connected properly, no bits missing or not connected, nothing out of place, she was ready to have some liquid refreshment in form of oil, coolant and power steering fluid. These were duly filled ready to fire up the engine and MarinaBrian returned to ensure all went smoothly. It was only fair that Brian had the honour of firing the car up. He turned the key and.....nothing.

I imagine if you could have seen my face it would have been a picture, but, not to panic. Brian mentioned that he could not hear the fuel pump in the tank priming and immediately decided the mega fuse in the engine fuse box could be the culprit. Whipping out a multi-meter soon confirmed this diagnosis and a mad dash across the lock up soon found a working replacement.

Once this was swapped out, everything sounded as it should, and the engine fired into life. At that moment, it was actually a bit overwhelming - all the hard work, all the effort, all the help and goodwill had resulted in a car being put back on the road, and all done in the name of friendship.

I was truly amazed and relieved it had finally happened and my new car was "reborn". Here's a little pic to show how she stands me today.

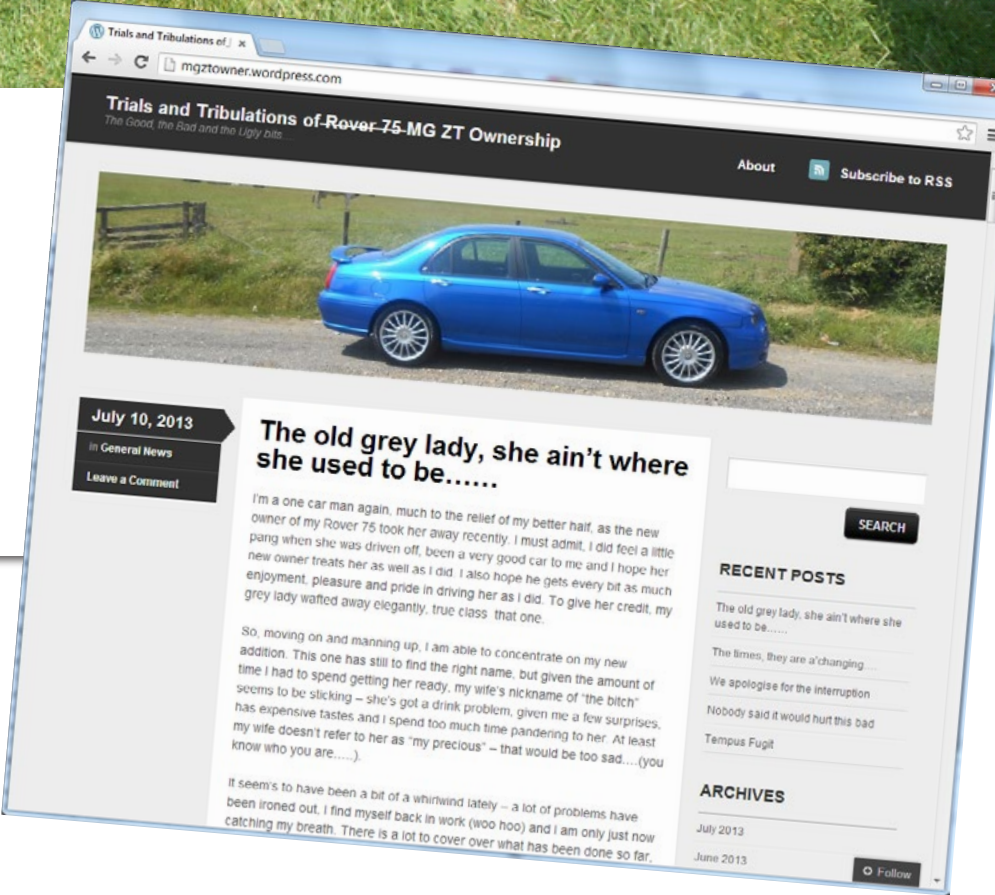


That's not where the story ends of course, it never is. I've had a few little hiccups (m6 bolts and me are another story) and made a few improvements since then, and I'll share a few of them with you in future editions of this magazine.

You can also follow my exploits on my blog, www.mgzowner.wordpress.com, which I try and update when I can, so feel free to take a look.

See you all on the road,

Mofo



Next Issue

Mofo takes us through the process of reversing an after market induction kit in his article "Silent Running".



His and Hers fun for less than £2,000



Simons' 2001 Solar Red MG ZT 190+
An early example, Commission Number 714, that has factory Xenon headlights and some pre-project drive features, it has a manifold back duplex stainless exhaust system and a few other modifications - Price Paid £900



Jennys' 1999 British Racing Green MKII MGF
A two owner, low mileage example (36,000 miles).
The car came complete with a full service history, rear wind deflector and tonneau cover. - Price Paid £1050



John Griffiths' W Reg Rover 75 Club
I wanted a Rover 75 for a while but my wife was not too keen as she said the wood and style of the car was too "old man".
But ignoring this I went on the swapz website and searched, I came across this W reg club 75.
The trader agreed to a swap for my X reg Citroen berlingo multispace, one thing he failed to tell me was the head had already gone and needed doing.
Well after more than a year and a lot of repairs/upgrades she is looking and driving like she should.

Pabs' Black Pearl MG ZT 190+ came with a full service history, dark oak dashboard, and axis half leather seats.
A few tasteful modification have been made since, which include blue led illumination, black alcantara seats, auto dimming rear view mirror and self test VIS motors.



Phils' (Gamekeeper) S Reg Pre-production Rover 75
The car, a 2.0 V6 Connoisseur Auto was built on the 2nd of October 1998, making it one of the earliest known Rover 75's on the road today.
Photographed here at a recent North Yorkshire Moors meet, it's a shining example of how the Rover 75 is quickly moving to classic car status.

Want to share your pride and joy?

Send details of your car, along with photographs to sikelsh@75-zt.com and we will be sure to include it in a future issue.

One of the aims of 75&ZT Enthusiasts is to enable interested owners to share information, and to help each other with insights from their own experience.

This first edition of the 75&ZT digital magazine has been produced with this aim in mind, and we hope that it will go some way towards meeting that need.

There are also other modern forms of communication available that can help, including of course the various internet forums, and 75&ZT Enthusiasts has its own forum here <http://forums.75-zt.com/index.php>.

An internet forum is a good place for friendly chat, quick support and immediate problem solving. Over time, however, as a forum grows in size, and the number of forum postings increases, it becomes increasingly difficult to locate the most recent discussion on any particular topic.

This can lead to very similar questions coming up at regular intervals. This is particularly likely to happen when new members join the group who are perhaps not very familiar with their vehicle, and may not be aware of the previous debates that have already taken place.

A 'wiki' is a slightly different way of organising online information. It is a little bit more like a web site that can be edited independently by several members of a group, with special features for navigating through the information and searching for particular topics.

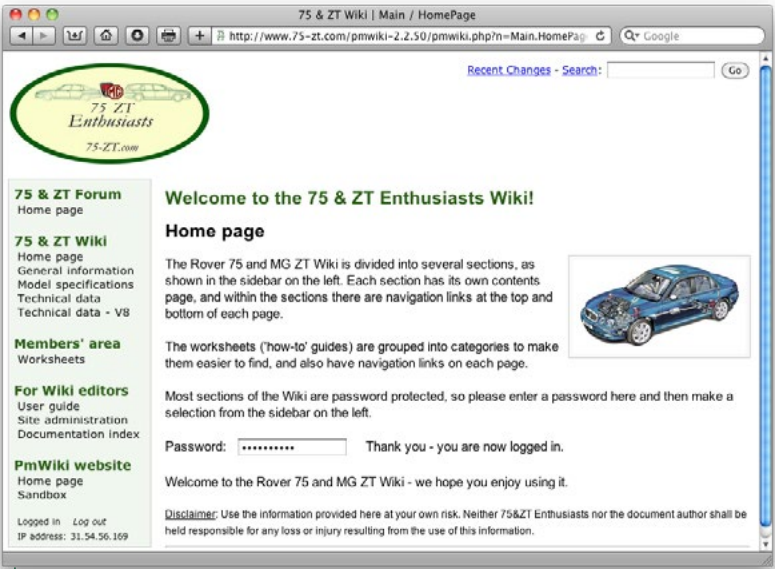
The most well known example of a Wiki is probably Wikipedia itself. There are of course a couple of articles on the Rover 75 and MG ZT already on Wikipedia, and these can be found here https://en.wikipedia.org/wiki/Rover_75 and here https://en.wikipedia.org/wiki/MG_ZT.

The 75&ZT Wiki is a new project, and it is being developed specifically for Rover 75 and MG ZT owners to use and enjoy. It bridges the gap between the more general information that is already widely available, and the more immediate and detailed discussion that takes place on the internet forums. It is also another way in which members can contribute, and perhaps give something back for any help they may have received from other owners.

At this early stage the 75&ZT Wiki consists of just five sections:

- General information
- Model specifications
- Technical data
- Technical data - V8
- Worksheets

The 'General information' section is open to the public, but to view the other sections requires a password, and this is available to registered members through the forum.



The other sections of the Wiki already contain quite a lot of detailed information about the Rover 75 and MG ZT. The 'Worksheets' section has been earmarked for the Wiki's future collection of 'how-to' guides - something that we hope to develop over the next few months - and there are also plans to add an Archive section quite soon. Meanwhile, the Wiki software has recently been upgraded to allow pictures and illustrations to be included more easily, so these are gradually being added over a period of time.

You can find the 75&ZT Wiki here: <http://www.75-zt.com/wiki>

Quite a few people have already helped with the development of the 75&ZT Wiki over the last six months. If you would like to contribute, or to suggest an improvement, please get in touch with the Wiki team through the forum. Don't forget, however, that there is also the opportunity to send in your contribution for publication in the Magazine, or to simply post up your ideas, suggestions, and 'how-to guides' in the forum - the choice is yours.

We hope that all Rover 75 and ZT owners will find this a useful addition to the support that is available for keeping these fine cars on the road.

Wiki

wi-ki
/'wikē/

Noun
A Web site developed collaboratively by a community of users, allowing users to add and edit content.

Enthusiasts' Tech Bulletin: KV6 Owners - Check your Coolant Pipes!

After having found this issue on the two facelift ZT-190s that we have restored, we thought it necessary to highlight this issue to all members and strongly encourage V6 owners to check these pipes as a matter of priority.

The part in question: PFV000090, was introduced at some point in 2001 as the pipework for the coolant system appears to have been reworked at this time. This steel assembly runs from the oil cooler and should it fail, may lead to serious over-heating of the engine through coolant loss.

Here is a picture of the assembly in question in situ, fitted to a 2004 ZT-T 190 Facelift. Upon removing this assembly and lightly going over it with a wire brush, multiple holes revealed themselves under the rust.



Although the holes shown are small, should a leak start via such holes, especially at speed, owners run the risk of losing coolant and as a result causing significant engine damage.



XPart have kindly reproduced these parts, in stainless steel, available as PFV000090SS (Note the Suffix denoting Stainless Steel Construction) and are available from X-Part service centres.



The Mid Lincs Rover Club Annual Rally

14th July 2013



The Lincolnshire Aviation Heritage Centre opened in 1988 and is based at the old Lancaster bomber airfield at East Kirkby that nestles on the very edge of the Lincolnshire Wolds. It is, perhaps, one of the most evocative WW11 memorials to Bomber Command in the country. It is also 'the only Airfield Museum in the Country recreated to its original design and sited on an original WW2 airfield.'

The museum is also unique in that it is home to an Avro Lancaster Bomber NX611 - 'Just Jane', which frequently performs four engine taxi runs - this is the only place in the world you can see this performed on an original airfield. It is very much a place for quiet contemplation and reflection for us older folk but also a place for learning, empathy and understanding for the next generation. It is perhaps not as well-known as many places of interest but, go there when it is quiet, when you can hear the 1940s music playing in the NAAFI and the radio chatter in the control tower, when you can breathe in the smells of the oils and grease as you look up at 'Just Jane' and see the remains of many, many aircraft dug up from the fields of Lincolnshire since the war and you will come away with a much deeper understanding of the place, the people and their stories.

My own first visit was in 2009 with my then 9 year old son and my neighbours boys who were 10 and 11. They were visibly moved by what they saw, heard and read on that day and, when we left, the mood was quiet, reflective, a little sombre perhaps but it is a visit that has stayed with them and helped shape their thinking about their own history and values.

Sometimes however the Aviation Heritage Centre is the venue for somewhat different events, as was the case on Sunday 14th July 2013 when, for the day, it was taken over by our partner organisation the Mid Lincs Rover Club for their annual rally. A special day for them, this being their 20th anniversary rally!

The day dawned bright and clear and was forecast to be, as was the rest of the week, part of the on-going 'heat-wave' (roughly translated from media hyperbole as 'the sun would shine') and it did indeed prove to be a warm one!

Rather like ourselves the Mid Lincs Rover Club are keen to make links with other, like-minded organisations who are dedicated to keeping Rovers and MGs on the road.

Consequently a number of other groups were also represented alongside ourselves. It was great to be able to see the cars and meet the owners from the Rover P4 Drivers Guild, the Rover Sports Register, the P6 Rover Owners Club the Rover SD1 Club, the Rover 200Mk2 and 400Mk1 owners club, the Lincolnshire Louth Motor Club as well as the local branch of the MG Car Club and a special mention to David and Fred from the aforementioned MGCC who have invited 75&ZT Enthusiasts to give a presentation to their members at the Swallow Inn at Caistor! How could we possibly refuse?!

David is also the proud owner of my favourite car of the show; an aubergine MG TC subtly modified by himself to improve reliability and driveability with electronic ignition, a Ford Sierra 5 speed gearbox and a VW steering rack! He tells me it cruises quite happily at 70 mph on the motorway now!



The MGCC are also very interested in developing some future shared events which could prove very popular given their previous adventures which you can see here:
<http://www.mgcars.org.uk/mgclincolnshirecentre/Pages/Swallow.htm>

The original poster advertising the event had talked about '300 cars' but, to be honest, there were a fair few more than that in attendance!

Jake and his team had got there bright and early and set about erecting the 75&ZT Enthusiasts' marquee...only problem being it is a tad on the large size!

Eventually they settled on a corner plot that gave a magnificent view of 'Just Jane' as well as being a great spot for people to stop and chat and take shelter from the heat under the cool canopy. Now, when I say the marquee is a tad on the large size, what I mean is that it is perfectly possible to house three cars, a picnic table...er display table as well as a multitude of chairs under it and a dozen people without it feeling too cosy!

This new addition to the Enthusiasts proved easy to erect and an invaluable piece of kit for just such events and to cap it all, it is in a matching 'corporate' colour.

Flags - both Rover and MG were duly strung up, detailing polish liberally applied, refreshments and a variety of delicacies were provided by Jake's mum...our very own 'Just Jane' - her piece de resistance being her homemade Bakewell tart...truly a work of art and very much appreciated by all!

From there-on in the day became a bit of a blur with so many people to chat with, cars to see, the awe-inspiring Lancaster bomber engines to listen to and even a flypast by 'Just Jane's' sister! It was a pleasure to catch up with old friends and to make new ones, as well as develop links with other organisations in the process. The cars, as usual, were a sight to behold....and this year of particular note was the sheer numbers of SD1s in attendance which was really good to see!

As days go in car meet terms this one was up there with the best. Fabulous weather, a warm, relaxed, friendly atmosphere and everybody intent on enjoying the cars and talking to each other - whether they knew them or not.

This is the thing really. It has become almost too easy to keep up to date via the forums and email - which is great, it has a very important place these days - but nothing really beats a warm day, like-minded folk to have conversations with and some great cars to look at to rekindle one's enthusiasm and to inspire further efforts to make what we do a positive, productive and fun way to spend our time.

We hope this has whetted your appetite sufficiently to make sure you are free for next year's 21st anniversary Mid Lincs Rover Club Rally.

Carl Dowling

Photographs courtesy of SilkSheen Photography <http://www.silksheenphotography.co.uk/>



Great news!

for owners of Rover 75s and MG ZTs

Today, just as before, owners of MG and Rover cars can get the franchise standard car care service they need. Each XPart AutoService centre is an MG Rover Specialist with the pedigree to bring you franchise-quality car care, servicing and repairs.

MG and Rover cars will benefit from our hands-on experience, technical resources, trained staff, factory approved diagnostics, genuine parts, faster service - and smaller bills.

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Tel: 0870 609 2357



A typical day of owning my MG ZT400



I check the weather forecast to make sure it's dry.

I open the garage and take the covers off my steed, disconnect the two solar chargers and give it a once over making sure everything is where it should be and all is clean.

Fire up the car with a superb roar then rumble from my oval Zeros. As she warms up, the engine purrs with a slight whistle from the super charger.



Then I have to move all the other cars off the drive so I can get her out. Best time is when the wife goes shopping or work as that's one less to move.

With my son's ZS180 at home it's a pain at the moment but we're encouraging him to become more independent if you get what I mean!

My wife likes going shopping early so I tend to be quiet when leaving as not to make the neighbours too negative towards me first moving all the cars out then firing up the ZT at 7 o'clock-ish.

I move off in 2nd which keeps the exhausts note very low but deep. My next door neighbour who luckily is into motorbikes makes a point of sticking his ear out the window as I drive away. "I love the rumble as you're driving off".

I have three 'circuits', short to long. The point of these circuits is to make sure there are no official observers. I don't advocate unsafe speeding but there are times when you want to give her some beans and I would rather concentrate on the road than looking for cameras. My short route is about 20 miles and the long one is around 60 miles taking all sorts of roads into account. I am lucky in that my V8 is purely for pleasure; having a Rover 75 V6 tourer for the normal everyday stuff.

One of the benefits of having a super charger is the ability to brush off reprobates who think a Rover is easy meat. Again I'm not silly but knowing I can do unexpected things does make me smile. I had better give you some context as now you think I'm a hooligan. In the thirty odd years I have been driving cars I have never hit another car and only had one accident (you can't see it but I am profusely touching anything that has wood in or on it!). Before driving cars I had motorbikes so have always been a defensive driver.

Upon returning from my trip it's the reverse, checking the car over, wiping the flies off. Once in the garage make sure the handbrake is off and all doors are unlocked and the boot open; turn the interior light off and connect the solar panels.

This routine deals with all the little 'character' issues of the car, namely it will drain the battery in two weeks from fully charges if you don't make sure the car is not disturbed while asleep. Having the boot open means when I am doing things on or around the car the touching of handles etc will not wake the ECU and ICE systems up thinking the car is about to start. Also not having the handbrake on means I don't suffer the weakness all ZT/75's have. Finally putting the covers back on and locking the garage door.

I have had my car eight and half years now, by far the longest I have ever owned a car. It is so like me and my nature that I know that it will be with me for the rest of my life.

With 25k on the clock, a house full of parts and belonging to the Two Sixties and 75&ZT Enthusiasts I know its going to be easy-peasy..... and a lot of fun!

Tim Hayton



T78 MOA - 1999 Rover 75 2.5 V6 Connoisseur VIN: 001482 - Pre Production

The history of T78 MOA can be traced as far back as the birth of the Rover 75 itself.

Prior to the launch of the 75 to the general public in June of 1999 and before the '1st 75' (which currently lives in Gaydon) was built, a small number of cars were made. These pre-launch / pre-production vehicles were all registered by the then Rover Group and used either as press cars- in the case of Gatekeepers S750 LJW, or used by managers and employees as their personal transport or for the purpose of dealer training etc.

These cars were all on either S or T registrations, with the cut off for a Pre-launch car seeming to be the middle to end of March 1999. The cars were also all registered on several large series, the S registrations ending in AOX, DEH, OVP, LJW, RNX and XDA, whilst the T reg's ended with JOP, MOA, ABD and UOX prefixes.

There are a few exceptions to this general rule though, but thankfully there is an easier way of identifying a pre-launch and that is by looking at the end of their VIN numbers, as whilst launch cars started from #100..., pre-launch VIN numbers started #001..., an example of this is T78 MOA, VIN #001482.

As a Pre-Production vehicle, T78 MOA has a number of features unique to this small batch of cars. These include:



Reduced-Size Foot Rest

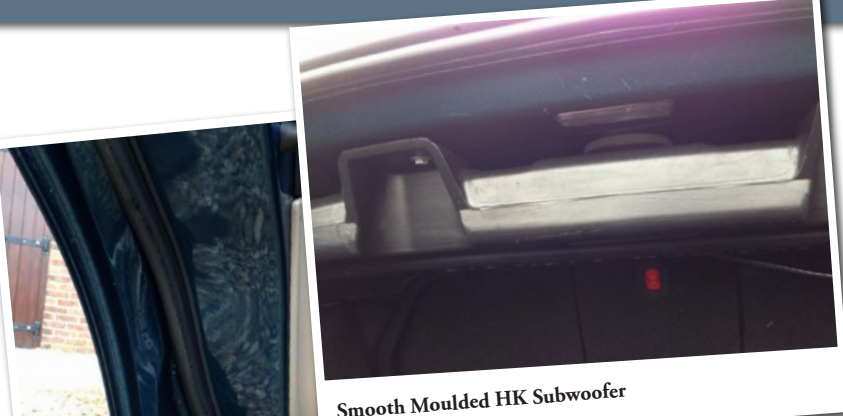
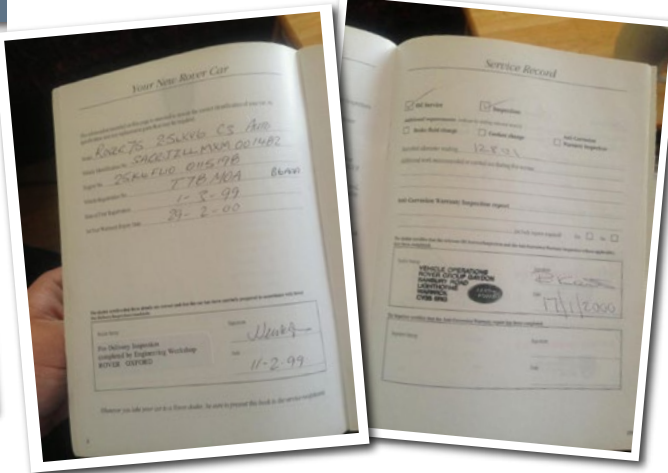


Hand-less Boot Carpet



Just one slam-panel label

We can see from the service record, that the car was registered on the 1st of March 1999, with the PDI being carried out at the 'Engineering Workshop - ROVER OXFORD' and had its first service 12,801 miles later at 'Vehicle Operations - Rover Group Gaydon' complete with Land Rover stamp. At this stage, it is not 100% clear when the car passed from Rover into private hands, however I can safely say that like most ex-MGR cars, T78MOA was resold through SMC Slough where it was also maintained up until 61,000 miles, having had just the cam belt (no tensioners!) changed at 54,000 miles.



Smooth Moulded HK Subwoofer



Plain Roof Runners



Black Hazard Switch Surround

After a brief residence in Wales, T78MOA was purchased by one Lewis Rabett and family in Colchester in late 2008, where the car was looked after whilst only covering a mere 7,000 miles over the 5 years that they owned it. The pictures show the impressive specification of the car, with the only addition added by Lewis being a full chrome grille.



Blank Chrome Boot Plinth

On the 11th July 2013, T78 MOA was collected from Essex and delivered up to me in Lincolnshire. Sadly due to the on-going ZT-T project we have currently under way, a full mechanical inspection has yet to be carried out.

However from a brief inspection of the history and the car, parts for the following work are currently being collected, with work due to start in the autumn.

- Full Cam belt & Tensioners service, including water pump and thermostat.
- Auto Gearbox Fluid Change
- Full Filter & Oils Service
- Investigate and remove faulty Clifford alarm system. (the system has only been partially removed, which may be the cause of current electrical issues)
- Replace failed Sunroof motor (which appears to have already been replaced once!)
- Two Replacement Tyres
- Replacement brake lines
- Investigate high revs at idle, and coolant leak through expansion cap.

The car has also had its fair share of paintwork, with most panels either having had, or needing paintwork. In the interests of keeping the car original, repair work will be made to existing panels, as opposed to replacing the panels that are in colour!

The difference between T78 MOA and my 2004 Contemporary is quite noticeable. Free of all the deletions of Project Drive, T78 MOA is reminiscent of the JaguarSport XJR we used to have when I was younger.

Even down to the noise of the door shutting to the better quality carpet; the car harks back to days of the Rover P4 and P5, but with evident BMW influence, with the door seals and trims being identical to that of our BMW E34 M5 that we owned until recently.

The original intention was to have T78 MOA ready for display at the BTCC Silverstone weekend at the end of September, however a more realistic date is going to be November, if not early next year.

Due to the significance of the car in the history of the 75, I plan to spend a greater length of time on required repairs, so that the car is presented in the best possible condition at the first Enthusiasts' Ensemble of 2014 to celebrate the 15th Anniversary of the Rover 75 launch.

A diary blogging the restoration of the car will be maintained on the Enthusiasts' forum.

Jake Wilson

CLUB WINDOW STICKERS - NOW AVAILABLE!

75&ZT Enthusiasts are very pleased to announce the availability of high quality, non, fade, easily removable vinyl stickers with the 75&ZT Enthusiasts' logo on them. They are pre-cut to match the oval of the logo (which matches the ovals of the instrument cluster in our cars) and are designed to fit nicely in the rear quarter lights.

These high quality and high class stickers will add the perfect finishing touch to any enthusiast's Rover 75 or MG ZT and of course, with every purchase you will be helping the group to continue its work in helping to keep our cars very much a part of the British and continental motoring scene!

The price is £3.50 per sticker or £6.50 for two and includes postage and packing. To obtain your sticker/s simply click on the 'Donate' button and CLEARLY STATE that it is payment for sticker/s!

Donate

Alternatively, there is a 'donate' button on the bottom right hand side of any forum page or you can use the one on the 'Membership' page on the website.

Alternatively members who become contributors are entitled to a FREE sticker! To obtain your free sticker please log in to the forum and visit the 'Contributors' section where you will find instructions for obtaining your sticker!



I was delighted to be asked to write an article about the Midlands Nano Meets in the first ever 75&ZT Enthusiasts magazine.

The first 'Nano' meet was held at Paul's (Raistlin) house with only 3 cars present, and was followed by another with about 6-8 cars. The popularity of the event then proved to be a potential logistical nightmare with all parking spaces in the vicinity of Paul's house being taken up by various Rover 75s and MG ZTs so we had to look for another venue.

I then came up with the idea of holding a meet, at a venue just across the road from my house called "Teddy Bears Nursery". I was able to take charge of the keys for the day to a large area of hard-standing, well off the road and securely fenced, where work could be done. It was totally outdoors but the nano-meets have been blessed with reasonable to good weather. The first meet at Teddy Bears was a great success and it was decided to make it the base for future nano-meets.

The nano-meets continued to grow and were offering something different from the traditional meets of chatting about the cars over a coffee, to a real hands on approach and actually testing, fixing, and modifying the cars at the meets. We now had the services of first one, and then two, T4 diagnostic setups where the owners were magnanimous enough to spend the day working on cars at no charge. That's one of the main philosophies of the nano-meets, no money changes hands for any of the work done.

Once again, the increase in numbers threw up a problem and we needed to look for an even bigger venue, the solution came to us courtesy of Lyndon and Mick, who were friendly with the guv'nor of a pub called "Four Ashes" which was conveniently placed just to the North of Wolverhampton. Not only did it have a huge area of land that we could use, there was food available all day, and the guv'nor was very car-friendly, with several other events taking place there on a regular basis. One important consideration was the fact that free camping and caravanning was allowed in the grounds.

By this time the nano-meets were becoming property owners as well, thanks to donations from people who supported the idea. We now have our own water boiler, and marquee / gazebo and these, along with other marquees, and generators and so on, mean we are largely self-contained. The meets are now attended by owners from far and wide including Germany and France to give them an International flavour.

From small beginnings the Nano meets have grown and gone from strength to strength to what we see today which are meets attracting around 50 cars. The meets are an entity in their own right and whilst we draw from the membership of several Rover 75 / MGZT internet groups, we are independent and membership of a forum is not a requirement. In fact, the only requirements are to have, or be keen on, one of the appropriate cars and possibly, a sense of fun and sense of humour as well. Our aim is to offer free hands on support, advice and education to fellow owners, and we have a team of technical and willing volunteers who give up their time and knowledge completely free to help keep these superb cars on the road. The altruistic nature of the Nano crew and those who attend the meets is truly amazing and can be seen in action time and again, in fact, if it wasn't for the generosity and kindness of all those who attend, the nano-meets wouldn't exist.

There is a lot more information about the Midlands Nano Meets and a gallery of pictures on our website, so please check it out at www.wolverhamptonnanomeets.com

Rob (Trebtor)





“Marmite” - Love it or hate it!

Trophy Yellow Tourers are very rare and even though it was what I was after as my next car, I had resigned myself to possibly not owning one in this colour. I am personally more a Rover fan than MG but had thought I would have to change brand if a car in my desired colour became available.

The car was first brought to my attention on the owners club site and I dismissed it due to poor photos and the uncertainty of a potentially hard previous life.

Originally built for the Warwickshire Northampton air ambulance team, along with another car going to the same destination, it was one of three manufactured on the same day.

After making a few enquiries I was undecided what to do due to what, at the time, was an unknown history. In early December 2011 I went to Turin with work and whilst away my wife and boss set about purchasing the car on my behalf, and it became my Christmas present!

Once the car was collected it was transferred to our private plate. The car came with a name from the seller “Marmite” - you either love it or hate it!

Over the next few weeks I decided to research its history to try and find out why a Rover had been painted an MG colour. I was very fortunate to find that the Warwickshire Northampton air ambulance service remembered my car well but unfortunately not much about what had happened to the second of the pair, BX05XCF which now also has a private number plate. The two cars had been painted Trophy Yellow to match the helicopter's colours. It became apparent that both cars were, effectively, the last two to leave the factory and be handed over in person by John Towers at a ceremony at Coombe Abbey.

The car was used by WNAA as a rapid response vehicle for when the helicopter was out of service or if it was quicker to go by road to assess whether the helicopter was needed or, indeed, if it was more appropriate to go by car.

A few stories about the car 'in service' were forwarded onto me; some quite sad but unfortunately with the nature of the vehicle, this was always a possibility.

I also received some photos taken by WNAA of the car in use, which I am grateful for, but I have been unable to find any photos of the handover.



Further investigation revealed that the car, along with one of the others, was going to be donated by The Phoenix Four to WNAA as a gift. The colour chosen was already known to match the colour of the helicopter and it's thought that a Rover was used as a Contemporary SE spec car was required. The build was commissioned and the project started.

Unfortunately MG Rover went into administration as the cars were built but before the cars could be handed over.

With the company no longer owned by John Towers, John Edwards, Peter Beale and Nick Stevenson the four directors decided to meet the costs for the vehicles personally, hence the personal handover by John Towers.

The Three Trophy Yellow tourers went down the line on Tuesday 5th April 2005, MG Rover effectively stopped on Thursday 7th April 2005 due to a shortage of supplied parts and the administrators were called in the following day on Friday 8th April 2005. MG Rover closed forever on 15th April 2005.

Of the Three cars, BX05 XCE (mine) BX05 XCF (the other air ambulance rapid response vehicle) and the third car which was passed to SMC cars and later sold and registered as RX55 OLO, - BX05 XCE was the last to leave the assembly line according to factory records on that Tuesday in April 2005.

We are very proud to own this car, with such provenance and on the 14th April 2013 the 75&ZT Enthusiasts held their first major meet at the RAF museum Cosford where Marmite was awarded best 75 as voted for by the members in attendance.



Mark McGrady



Club SeventyFive - A Totally Different Car Club

It all began more than ten years ago!

Somewhere in the internet some people exchanged their experience and knowledge about the Rover 75. They came up with the idea to set up their own internet forum. As a result www.r75.info was launched on 8 August 2002 with just 36 users involved.

Shortly thereafter a few enthusiasts met near Frankfurt, Germany. This first meet ever has already been an international one, as someone from Luxembourg took part. They hit on an idea to organise a big event.

During another meet later that year they advanced this idea. In order to have a legal basis for the planned international meet Club SeventyFive a.s.b.l. was founded, based in the Château de Bettembourg.

So at the end of May 2003 the first official international meet of Club SeventyFive took place in the small town of Bettembourg, located in the very south of Luxembourg. About 130 people attended, coming from many different countries of Europe. The MG Rover Group sent representatives to tell us about the company and to answer any questions. A special guest was Malcolm Harbour, Member of the European Parliament for the West Midlands. MG Rover brought a Rover 75 Vanden Plas along and invited the club to visit Longbridge, the home of our cars. Even a television crew was in attendance resulting in a CNN International coverage of this special event.

The next year a group of about a dozen club members travelled to Birmingham to be received by MG Rover and Malcolm Harbour, MEP. This time ITV covered the event.

During the following years countless regional and many transboundary meetings took place. These international events have been so far in Austria, England, Germany, Luxembourg and the Netherlands (mentioned in alphabetical order). The 10th anniversary has been celebrated in England, including visits to MG Motors and the Heritage Motor Centre in Gaydon amongst others.

The club has grown from ten founding members to about 80 paying members today. The club funded community on r75.info is still growing stronger, involving more than 5,000 people from around the world.

Club SeventyFive is a charitable organisation and aims at supporting the communication between the citizens of Europe and beyond.

The club supports any activities concerning the interests of owners and enthusiasts of the Rover 75 and the MG ZT/ZT-T.

It promotes the exchange of ideas regarding technological and cultural knowledge. Especially during meets the cars are not the most important part, they are more of a common ground to bring people together, therefore many friendships have developed.

Jürgen Schönfeld



News round-up



<http://www.autoexpress.co.uk/>

Auto Express this week (28th August 2013) released a 25 year special edition of the Magazine.

This edition names the top 50 cars, as voted by the public, from the last 25 Years, with the Rover 75 (and MG ZT) placed at 22.

The article reads:
"ROVER set new standards for comfort and refinement with 75 executive car, built in the UK from 1998. It debuted at that year's British Motor Show and with a range of Rover K series petrol and BMW engines"

The article continues
"Most cars were front-wheel drive, but the flagship V8 sent power from its 4.6-litre Ford engine to the rear. The 75 was sold in saloon and estate form until MG Rover went in to administration in 2005. MG also offered a sportier version of the 75 called the ZT."

The 75 keeps good company on the list, with its neighbours being the BMW M3 E90 at 23rd and the Audi R8 at 21.

We won't give away what car got the number one slot, but its rather surprising, but actually a very valid choice.

Conversely, the City Rover didnt fair so well, it was listed in the top 10 Chamber of Horrors. Anyone wanting further information on the City Rover can visit <http://www.cityrover.info/> for a tongue in cheek look at the rebranded TATA

We would urge all 75&ZT Enthusiasts to pick up a copy priced at only £3.10.

Anthony Sheehy, the 75&ZT Enthusiasts' Regional Rep for Worcestershire & the West Midlands, also made the Magazines in August, this time in MG Enthusiast.

Forum readers will know that Ant has been searching for his cars' long lost cousins, in the form of the actual cars Corgi used to create their model versions.

Ant is quoted as saying
"I have been trying to find out whether my ZT is the only Corgi Car remaining on the road today. I have asked various owners' clubs and forums for help in finding out whether the other four cars are still out there, as I would love to think that I could get the cars together at some of the MG car shows and display them as the Corgi Collection."

Unfortunately, Ant, so far, hasn't been successful as his research has revealed the following:

- Red ZT190**
KX03 AOZ has been unlicensed since 2011
- Blue ZT**
LB04 ANK is unknown & no records have been found
- Yellow ZT**
YD54 POX again has no record of existing
- Green ZT**
BX05 KPN is believed to be a ZT CDTi whose tax is due next March.

If you can help Ant with his search, get in touch via the forum.

And don't forget to buy MG Enthusiast, subscriptions are offered with 3 issues for just £1.00!



<http://www.mgenthusiast.com/>

The story of my 260

Ever since a main dealer insisted on showing me one in the showroom I have hankered after a V8 260. I just missed a couple of left hookers returned from export just before Longbridge went under but I did buy our present V6 connie from the liquidator. And there things stood until attending a meeting at Cosford with my wife. As we were leaving, a V8 pulled away in front of us making a lovely noise.

"What's that" said Janina. "I want one"

"Result!" I am thinking, that's all I need.

Now, being a well known cheapskate, I didn't like the look of the prices being realised at the time. The only affordable one that I found was a Trophy Blue example. I did think that this was too much of a 'boy racer' colour for someone of my mature years and I had already done the ageing boy racer bit over 20 years ago with the MG Maestro.

So I started looking for a Cat C or D car. I had got a little bit of experience over the years of rebuilding these write-offs and I was sharing an industrial unit with a guy who was well versed in such matters.

Letting everyone I know what my intentions were, it wasn't long before I had a call from a trader friend who told me that there was the exact thing that I was looking for at a dealer in Swansea.

I gave them a quick call and they assured me that although they had had considerable interest, nobody had even put in an offer. A quick trip down the M50 and I was soon inspecting a rather sorry looking black ZT 260.



I didn't even need the tape rule that I had brought with me as it was clear that there was no structural damage and nothing had been pushed back, into the doors for example.

The car had impacted on the nearside front at an angle of roughly 45 degrees, causing damage to the bumper and nearside lights. The bumper was beyond repair and the fan pushed back to slightly damage the aircon condenser but not penetrate it.

So not much damage there. The nearside wing was crumpled and the washer bottle damaged. The bonnet would repair if necessary but parts were cheap. The front airbags had deployed but not the sides luckily.

A couple of phone photos back to my colleague for his opinion resulted in a "Go for it".

So we agreed a price there and then and arranged to collect in a couple of days. I borrowed a car trailer from one friend and a suitable towing vehicle from another and the car was soon back to our unit. A closer inspection showed that there were a few ancillary bits and pieces that would be needed.

We soon had the damaged panels off and armed with a shopping list, I set off for College Motors near Burford.

There I got all the panels and parts required except for a MK2 bumper, headlight, fog light and indicator. I also made the acquaintance of Simon, the owner there, who has since helped me out with several other parts.



It didn't take long to get the car rebuilt apart from the bumper which was proving to be difficult to find.



Cue TonyBubble to the rescue. He said he would deliver it to me as he would like to see a 260 having at that time not seen one. (It's worth saying at this point that within 3 months he had got three of them.)

Tony had a Mk2 bumper with slight damage to one corner but as we know a bumper repair master named 'Six-Fingers' for some unknown reason, we knew that it would not be a problem. Tony also brought a MK2 headlight with him in case I was interested. You bet.

The car was by now being prepped in the paint shop on the same estate. This guy is quite brilliant with metallic paint jobs but was known to be a bit unreliable.

He was short of work he had said when he came round looking for jobs. "I'll have it done by the end of the week" he said. Didn't say which week though.

He had to be threatened with physical violence in the end to get it within 6 weeks. It turns out that I was lucky, he had had a couple of cars there for nearly two years!

This delay was even more frustrating because I wanted to get on with the LPG conversion and needed it in my workshop, not his.



Eventually we had the car back to finish off. The washer bottle was proving very difficult to find but when Six-Fingers had come round to collect the bumper he had said that he could repair it easily. (I never did know his real name.)

The car was ready to go back on the road and necessitated a trip to the local DVLA with the relevant paperwork.

They moaned a bit because not only was I putting the car back on the road but also changing the number plate to V8 UMG, which I already had and on top of that I wanted it registered as an alternative fuel vehicle.

Still there were one or two things missing, there was no OEM grille available nor the plastic transverse bracing piece that fits under the front of the bumper but this didn't prevent using the car with some mesh to fill the gaping hole and the bracing piece found and added later.

The radio was not working but this was soon sorted by Wyn (Eurover) who kindly came up from South Wales on a very wintry day. It had been his car at the time of the accident and he knew what he had done to the original wiring when he fitted his DVD etc.



So now the car was ready for the four years of pleasure that I have had with it and I hope for many more before the insurance bites even deeper as I get older. Whether I can match my father who is still driving well at 94 years old remains to be seen but he is only able to drive a Polo because of insurance issues!

Would I do it again? Maybe, it certainly would not be a commercial venture if you factor in the time spent. However, it did get me a decent car at a very reasonable cost. As I intend to keep it then the Cat D stigma doesn't worry me at all.

PS. I never did find whose was the car that pulled out in front of me at Cosford.

Bernard

Peter Best Insurance Services and 75&ZT Enthusiasts

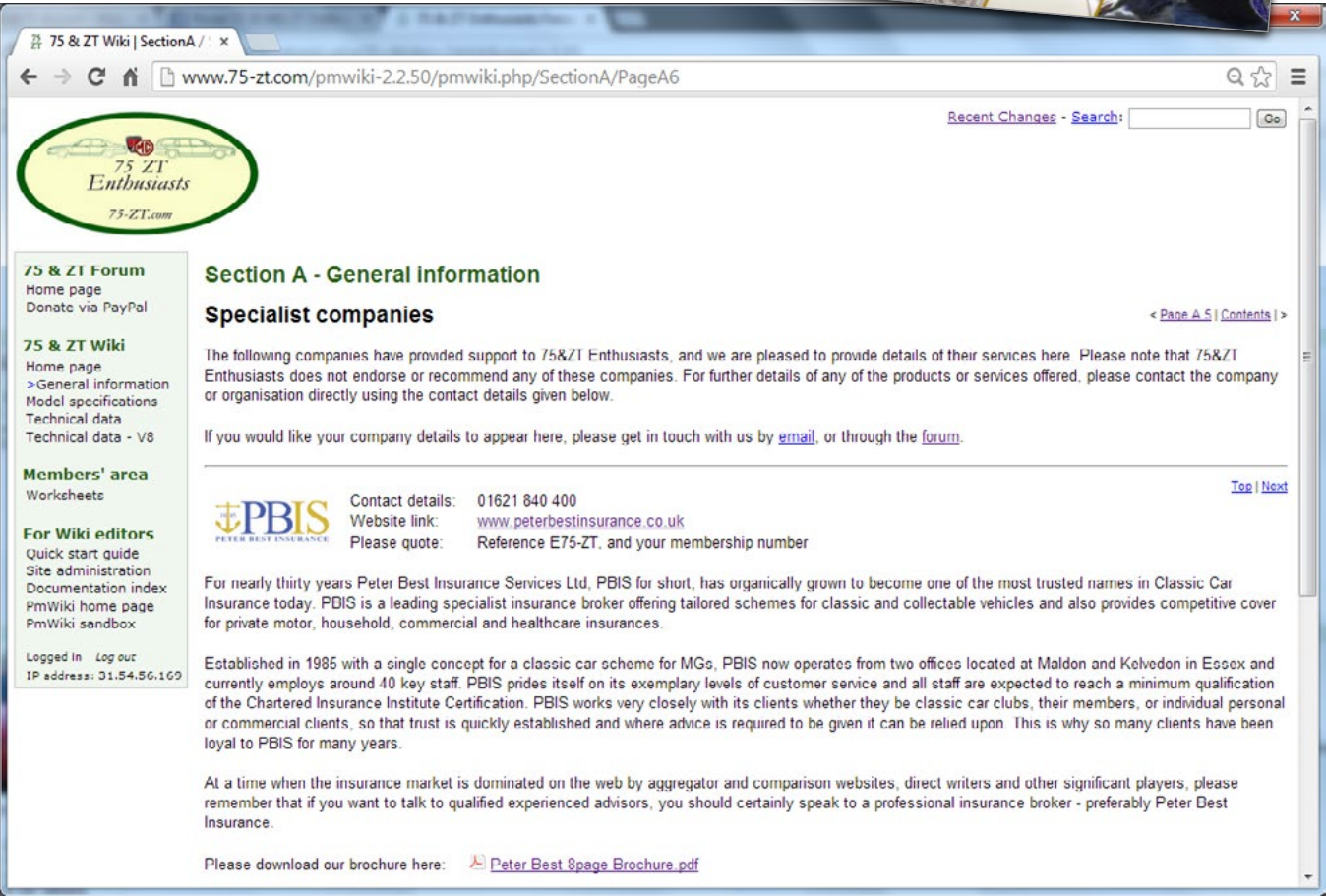
Peter Best Insurance Services is a name synonymous with the classic car fraternity since 1985.

Happily now they are turning their attention to the soon-to-be classics that are the Rover 75 and MG ZT. That being the case, after exchanging many an email with Stephen Best, we are very pleased to announce that Peter Best Insurance Services are keen to be involved with what 75&ZT Enthusiasts are doing by way of ensuring our continuing 'road presence' and equally keen to offer their services to our members along with a generous discount.

Also, as time goes on, we hope to be able to have an input into the shaping of insurance products specifically for our vehicles and to welcome Peter Best Insurance Services to some of our larger events.

You will find their advertisement and link on the front of the website and also their details can be found on the forum itself. We also have a section in the new Wiki entitled 'Specialists Companies' where you will be able to read Peter Best Insurance's own 8-page brochure detailing their history and links to the marque.

Contact details: 01621 840 400
Website link: www.peterbestinsurance.co.uk
Please quote: Reference - E75-ZT, and your membership number



Dates for your Diary

SEPTEMBER 2013

The 75 & ZT Owners Club

7th & 8th September 2013

A 75&ZT Family Spanner Meet with take place at Doncaster Aeroventure followed on Sunday by a national meet of the 75 and ZT Owners Club.

More Details...
http://www.the75andztclub.co.uk/forum/showthread.php?t=147502

Beaulieu International Autojumble

Taking place on the 7th and 8th in Beaulieu, Hants.

The biggest outdoor sale of motoring items this side of the Atlantic with over 2000 stands. Visit www.beaulieuevents.co.uk or call 01590 612345.

MGB Register Weekend

6th, 7th & 8th of September

Based at Dovedale, Derbyshire. Contact Roger Cooper on 01858 463 417, email rogercooper@talktalk.net or see www.mgb-register.org

Scarecrow & Classic Vehicle Show

8th September

Lubenham, Leicestershire LE16 9UN. Arrive any time after 10am and leave as you please. Entry and parking is free. 01858 465894, www.leicestershirevillages.com/lubenham

Midlands Nano Meet

14th & 15th September 2013

Need help with your 75 or ZT? Visit the Midlands and take part in the Nano Meet

http://www.wolverhamptonnanomeets.com

Garstang Autojumble

15th September 2013

Hamilton House, Garstang, Preston, PR3 0TB. Outdoor plots £15 (any size) indoors from £10, admission £3.50 per adult from 9am-1pm. 016974 51882, www.markwoodwardclassicevents.com

Doughnut Delight Run

22nd September 2013

Basingstoke Area MGOC event starting at 2pm from the Longbridge Mill just off the A33 at Sherfield-On-Loddon. The run will be approximately 50 miles. Entry is just £7.50 per car, with money raised going to charity. Entry forms from daveorhard@rocketmail.com or call 01256 346238 (evenings and weekends).

75&ZT Enthusiasts Weekend

28th & 29th September 2013

The 75&ZT Enthusiasts' Weekender at the the BTCC Event Silverstone.

Tickets have now sold out, but if you are visiting, drop by and say hello.

http://forums.75-zt.com/viewtopic.php?f=20&t=2486

OCTOBER 2013

Prescott American Autumn Classic

5th & 6th October 2013

Discounted 'Early Bird' Advance Ticket Prices: Sat £15, Sun £15, Weekend £25 - now on sale from the web shop until 15th September only

http://www.prescott-hillclimb.com/

Regis Rally

5th October 2013

The Regis Rally will be held as the last round of the HRCR Clubman's Rally Championship

http://www.theregisrally.co.uk

Newark Autojumble

6th October 2013

Normous Newark M-E-G-A Autojumble, large halls, acres of outdoor stalls plus a large display of classic cars, bike.

http://www.pff-uk.info/

Tour of Kent

6th October 2013

After a break of 6 years the Tour of Kent is being revived by the Blackpalfrey Motor Club of Kent.

http://www.blackpalfrey.co.uk/

Blackpool Illuminations Run

12th October 2013

In aid of Blackpool Trinity Hospice, incorporating a trip up and down the illuminations

http://www.mgr-forums.com/viewtopic.php?f=75&t=2524

Thatcham classic car show

13th October 2013

A unique display of interesting vehicles including hot rod, classic and vintage cars

http://www.thatchamtowncouncil.gov.uk

HSCC Silverstone "Finals"

19th October 2013

Historic Sports Car "Finals" club racing at Silverstone, Northamptonshire, East Midlands

Contact Name: Chairman - Chris Sharples

http://www.hsc.org.uk

Silverstone Track Taster Day

27th October 2013

Organised via the T-Bar (MGF and TF Club) an invitation to take your car on the track at Silverstone for only £39.

http://www.the-t-bar.com/en/forum/14-event-discussions/89558-silverstone-track-taster-day

NOVEMBER 2013

Garstang autojumble

10th November 2013

Mark Woodward's November Garstang Car & Bike Autojumble

http://www.markwoodwardclassicevents.com

Footman James Classic Motor Show

15th, 16th & 17th November 2013

The Footman James Classic Motor Show is the biggest and most popular classic car exhibition in the UK. With over 1400 wonderful cars from all eras, showcasing a myriad of marques and models, this really is every motoring enthusiast's paradise! Along with the incredible cars - unique features, including The Restoration Theatre, Dream Rides in Dream Cars and The Live Stage with TVs Wheeler Dealers Mike and Edd all add to an unbeatable day out for the enthusiast. Bikes too! Yes, there's also a Classic Bike show attached all with FREE entry to FJ Classic Motor Show ticket holders, showing hundreds of truly wonderful bikes plus live action, the Wall of Death, classic trials bike riding, star riders and much more. Take a look at the websites, get involved and stay in touch via Facebook, Twitter or by signing up for our free email newsletter.

http://www.necclassicismotorshow.com/

Have an Event or Meet happening between December 2013 and February 2014?

If so then submit a title and paragraph to sikesh@75-zt.com for inclusion within the next issue.



The challenge of moving towards Classic Car status.

It was clear even back in 1998 when the Rover 75 was first launched that the car was going to be a classic of its time. The later addition of the ZT range only reinforced what a good all-round package Rover had produced. The same solid feel but with a more sporty and 'immediate' feel. Fast-forward to 2013 and it has clearly stood the test of time. The general build-quality, the all-round solidity and dare I say it, the reliability of the cars has proven it to be a sound long-term proposition.

Most of all, their owners really do like them, value them and cherish them in a way that other makes and models could only dream of – not least because we Brits have always loved the underdog, and for one reason or another the 75 and ZT range has always been exactly that.

From the unfortunate launch with THAT speech by Pischetsrieder, which has been described as, 'possibly the most ill-advised and expensive in history,' to the crash and burn of MG Rover in 2005, the cars spent their entire production life dogged by issues entirely unrelated to the car itself. In spite of all that, the car proved very popular and in April 2000 was actually Britain's 5th most popular new car. This was down to a combination of Richard Woolley's masterful styling - which won it a plethora of awards, 'a cushioned yet precise ride with relaxed handling' and an award winning combination of excellent safety features, sound performance and ease of maintenance.

So a chequered history lies behind this design icon which belies the sheer excellence of the car itself but sadly this coloured the public's perception of the marque and prevented many from investigating further the true qualities of these great cars. Nonetheless, there is little doubt the car was, is and will always remain a classic in all senses of the word.

It is also easy to forget that for many of the older great cars now classed as 'Classics' recognition came late on and would have been accompanied by serious concerns as to parts availability, technical knowledge and qualified specialists able to maintain, restore and resurrect them in the longer term.

Equally, those owners who early on recognised the innate 'worth' of their vehicles and the need to think about the future and plan for a time when the hundreds of thousands became thousands...or even hundreds, had to fight to be heard and understood by other owners who, too often, simply saw the vehicle as a means to an end. The understandable but short-sighted mentality of believing that a plentiful supply of cheap second-hand parts from breakers would see the owner through till the next car only exacerbated the loss of vehicles and the difficulties of keeping the remaining cars on the road. Some of these same issues are still of concern to 75ZT Enthusiasts today.



In times gone by owners had the additional problems of much slower modes of communication, the less prevalent availability of information and the attendant difficulties in operating as a group to preserve their chosen vehicles. By comparison, the age of the internet has made life much easier for car clubs and these challenges are ones that thankfully are less of an issue for us! That said, we still need to make a very determined effort to reach out to owners nationwide, owners who may well have an interest in securing the long-term future of their cars.

One of the reasons why 75&ZT Enthusiasts has been so keen to make links with the older Rover and MG car clubs is that these groups have a huge wealth of experience in sourcing parts, developing sound technical solutions to problems, designing and engineering replacement parts and working to change people's perceptions of their cars.

By aligning ourselves with these groups we can share knowledge and resources in a way that can benefit all of us, broadening horizons and offering a different perspective to the challenges we face. As well as getting to enjoy a wider range of social activities and sharing in the rich history that precedes the swan-song 75ZT range.

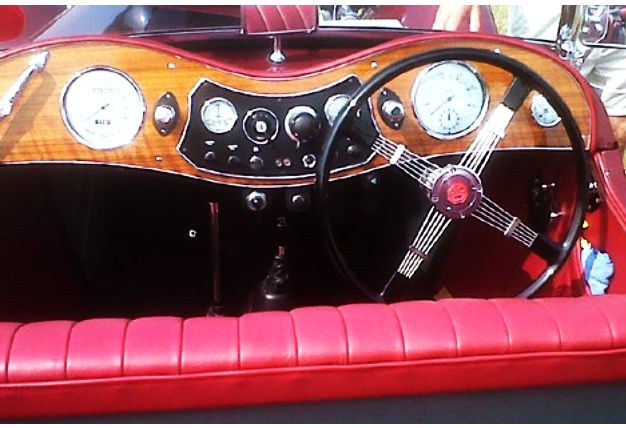
It may seem strange to say so but the current national / international economic woes may serve to help in our quest to preserve our cars. When a country is in recession people tend to keep their cars for longer and look more closely at ways to keep them on the road.

Thankfully we have not seen a repeat of the 2009-10 'Scrappage scheme' which offered £2000 towards a new vehicle for those willing to sacrifice their 10 years+ car, in an effort to kick-start the economy. Had this scheme continued the 75 ZT could have been hit very hard given their age and now very low residual value. As it is the 'worth' of the cars currently hinges on their value for money – getting a lot of car for the cost of an elderly Fiesta or Corsa.



Once the owner realises just how good they are hopefully they will be willing to value the car in a different way, as we do and hence realise that what they have purchased deserves to be looked after, even if that means spending as much again as the purchase price to make it a viable, enjoyable and reliable long-term proposition.

Recently, at the Mid-Lincs Rover Rally I was speaking to Dave Moir, proud owner of the most superb MG TC. He laughingly told how so many people have said those memorable words, 'They don't make them like that anymore' and how his own thoughts on such occasions were to remember the rust and the rotting wood as he restored it and how inwardly he'd be saying to himself, 'no they don't and thank God for that!' Here is a man who loves his car, has spent way more than it was worth when he purchased it getting it up to scratch and yet retains the philosophy that it is there to be driven and enjoyed. He was very interested in what 75&ZT Enthusiasts are doing as it had a great resonance for him and his own efforts. Of course, we are very lucky in that relatively speaking our own mechanical and technical challenges largely do not involve rotten wood or too much rust!



Doing what we are doing at 75&ZT Enthusiasts may seem a little premature to some but the reality is that if we can get ahead of the game then maybe, just maybe we can avoid many of the pitfalls and problems some of the older cars and their clubs have had to face.

A club for a modern classic may have different challenges to the older cars but one thing we do know is that, without the combined efforts of the owners and the willingness to support and invest in projects to help keep the cars on the road, then the final and arguably the best piece in the MG Rover jigsaw puzzle would be missing.

Carl Dowling

Issue 2 available December 2013 - Price £3.00

A tremendous amount of work has been done by a great many members of 75&ZT Enthusiasts in developing and moving forward projects, promoting what we do here, helping with this magazine, facilitating the development and distribution of merchandise, supporting, advising and generally keeping things on track. They give their time, their energy, their expertise for free, they donate parts, they donate money, they organise meets, sometimes hundreds of miles from home for free, they help with every aspect of moving 75&ZT Enthusiasts forward and ask for nothing in return, only wanting to see what we are doing here succeed. We would not ask for more supportive members than the people currently working to make things happen.

However, perhaps unsurprisingly, the one thing we always need more of is money. The ideas, the plans, the people, the technical knowledge is all there but, at the moment we are a relatively small organisation and we have limited funding. The magazine you see before you is an expression of the dedication and commitment of the members to the aims and ambitions of 75&ZT Enthusiasts. We intend to produce future editions on a quarterly basis for the enjoyment of owners but we have to make a return on all the hard work and time put into it, a return that can then immediately be put back into the current and newly emerging projects members are undertaking, put back into getting our message out to owners through things like the magazine, flyers, events, put back into rescuing rare or unusual examples of the marque and, above all, put back into the things that will benefit the owners of our fine cars in the long term.

What this means is that future editions of the magazine will be available as a digital download but will attract a small charge of £3.00 via Paypal to help fund the work we do and ensure that we can continue to do it. Future editions will continue to be the same high quality, interesting, informative mix of features, articles, news and views as you have seen in this first edition - indeed we hope, as time goes on, that yet more owners will want to get involved with its creation!

You can be assured that the money raised will only be used to help further the aims and objectives of 75&ZT Enthusiasts. We hope you will feel able and willing to support us in that by buying issue 2 of the 75&ZT Enthusiasts' magazine.

You can also show your appreciation for this issue by donating using the Donate button, your donation will help towards the setup costs that are associated with a printed version of the magazine and advertising on external sites such as Facebook to enable the membership to grow.

Donate

Next Issue



Rover 75 Vanden Plas

Interview and article on the development of the Rover 75 Vanden Plas with the help of MacNeillie - Specialist Vehicle Conversions



The Return of Midsomer

Yes, thats right, it's back in the fold, DCI Tom Barnaby's Rover 75 is coming back to an Enthusiastic welcome.



Event Reviews

We are back from Silverstone, read the event reviews and sign up for future events



MG3 - Driven!

Read our latest review of the MG3, could it perhaps be your new daily drive?

Plus much much more...

Feedback and comments are more than welcome, look for the Magazine section on the Club Forum, and don't forget to keep sending us your articles and photographs.

Submissions to : sikelsh@75-zt.com